



**YOUR TOP 15 BUYS FOR 2020**

LAND ROVER MONTHLY

WINTER 2020 No 264

Buying Guide • Octopussy Range Rover Classic • New Defender SVR • Scandinavian road trip

# LAND ROVER

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**MONTHLY**

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Land Rover  
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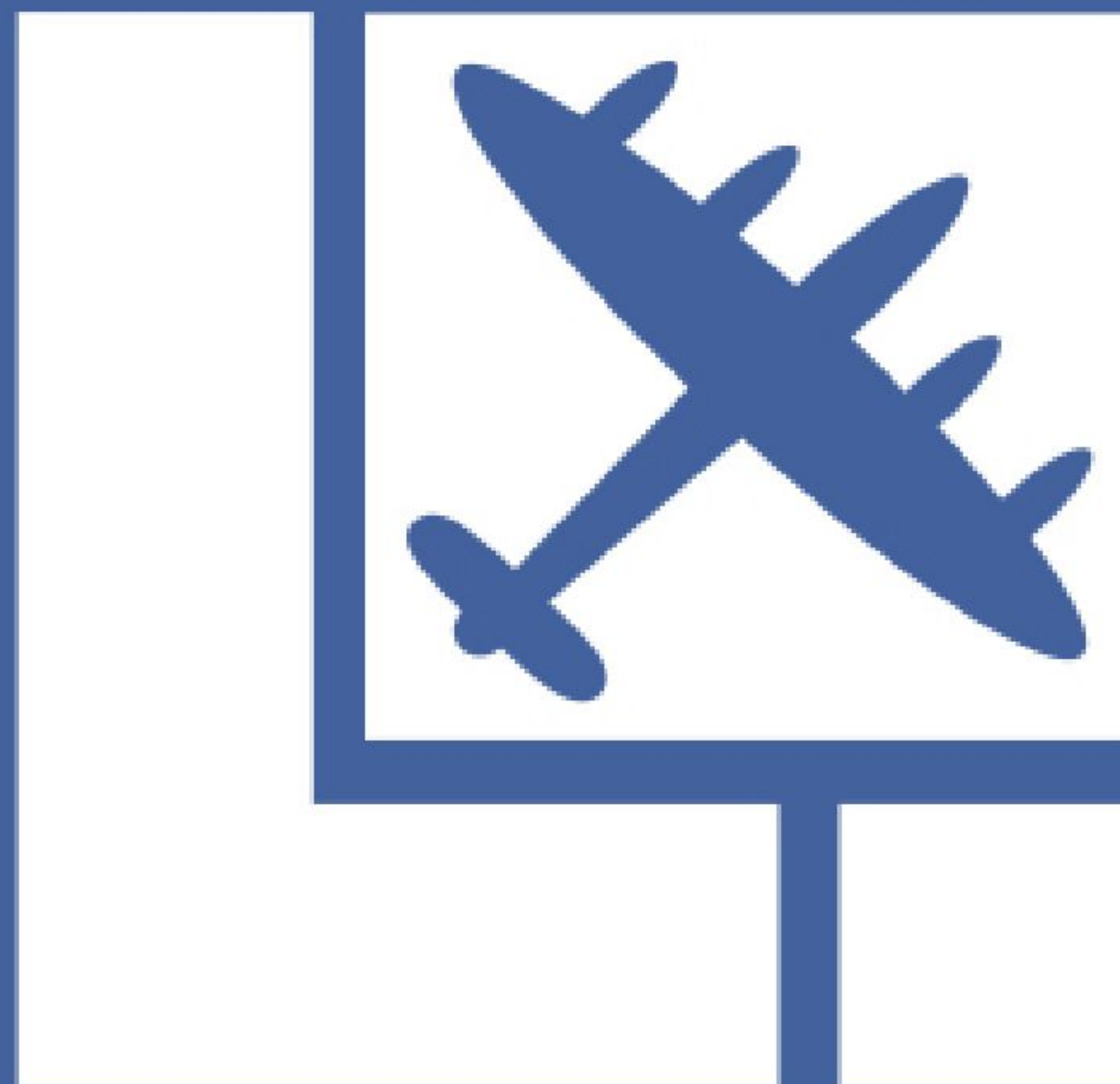
**FREE  
VEHICLE  
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- **Finance: Cash, loan, HP or PCP?**
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COVER: Ultimate Buying Guide  
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# WELCOME

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## A time to buy

### Our pick of the best secondhand Land Rovers

**T**HE LRM Land Rover buying guide issue always sells well. One of the reasons for this is that it hits the supermarket shelves in the middle of winter, when buying a Land Rover is more important than buying a Christmas tree or fat turkey. As it's permanent 4WD (well most of them are), a Land Rover could save your life when you need to negotiate snow-covered passes or flooded lanes.

For this buying guide we have not only identified the 15 Land Rovers which we know will sell well in 2020, but we have also written about relevant considerations when deciding to splash your hard-earned cash on a Land Rover. These include HP versus PCP, how to save on insurance and road tax and whether to rebuild or scrap your current Land Rover. Then most importantly we have chatted to the owners of the Land Rovers we have featured, and to give the feature even more kudos we went to industry experts to get their opinions.

All our readers and fans are different, just like the Land Rovers we love. I drive an exotic Defender while my ad manager has an old Ninety that he is currently restoring, plus he has

Freelander 1. Others like Frank Elson (yes good old Frank is back in our Buying Guide) has always been a Range Rover man. Each unto their own and respect others' opinions and differences in taste. As long as it was made by Land Rover then I am okay with it. Obviously certain editions of the various models have been more problematic than others, which is why we have an annual Buying Guide, to tell you what to look out for!

I recently attended the Classic Car Show at the NEC near Birmingham. Before I had even seen a classic car I had already spent over £50. A day ticket was £36 and parking was £16. Imagine if we charged half of that for parking at Land Rover Shows? No one would go. While I did enjoy catching up with several advertisers and Land Rover owners at the show, the cost

of parking and show ticket was just scandalous. Sadly the organisers know the fans will come no matter what and so they can charge whatever they want. Moan over... Enjoy the issue!

Patrick Cruywagen,  
Editor



Keeping on top (literally)  
of the greatest Land Rover  
related news, reviews  
and features for you



**Dave Phillips**  
Looking to buy a  
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Evoque? Dont! p172



**Nick Dimbleby**  
Read about the day  
Nick's childhood  
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think '80s Bond p58



**Gary Pusey**  
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# BUYING GUIDE



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# LAND ROVER

LRM

## MONTHLY

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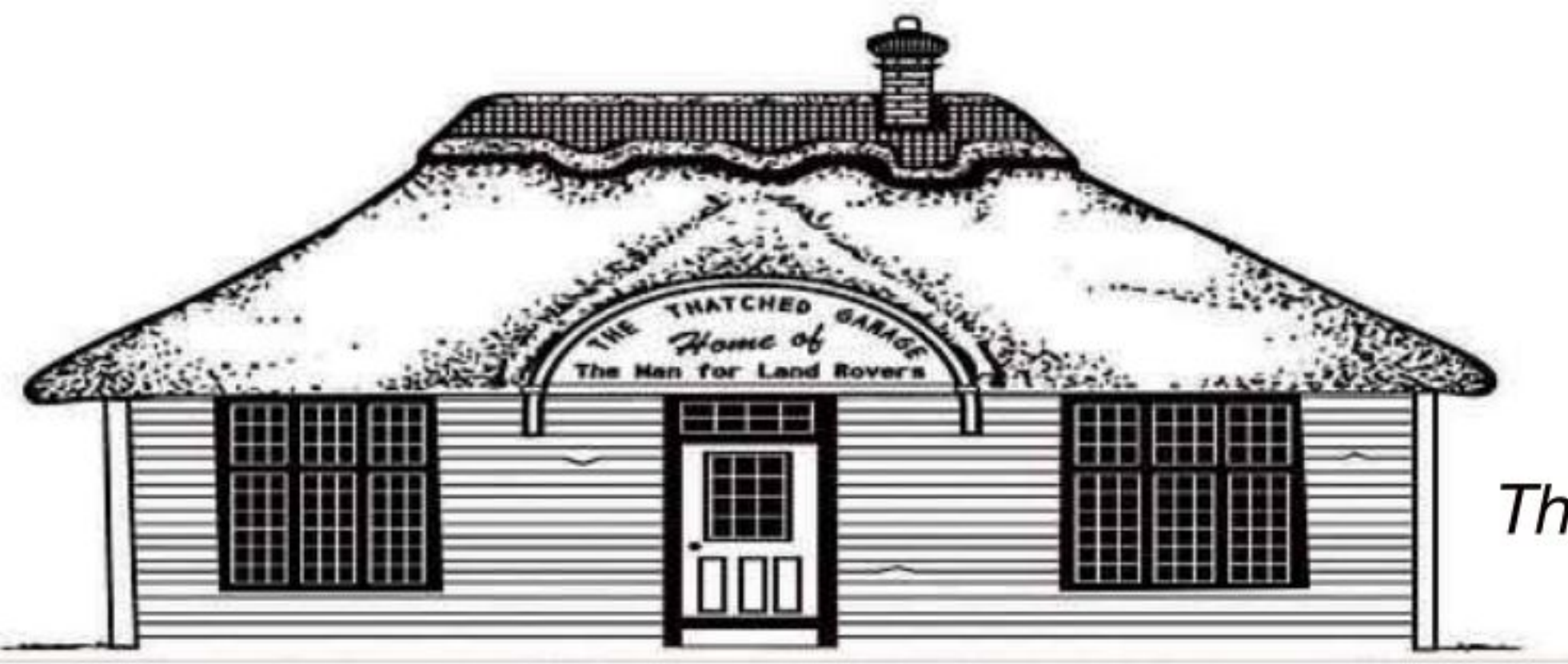


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**2011/61 LAND ROVER DEFENDER 90 XS**

COLOUR	Sonoma Green
MILEAGE	40,000
TRANSMISSION	Manual
BODYSTYLE	TMD LE Edition
PRICE	£36,950



**2010/10 LAND ROVER DEFENDER 110 XS**

COLOUR	Zermatt Silver
MILEAGE	45,000
TRANSMISSION	Manual
BODYSTYLE	Station Wagon
PRICE	£24,950



**2012/62 LAND ROVER DEFENDER 110 XS**

COLOUR	Santorini Black
MILEAGE	60,000
TRANSMISSION	Manual
BODYSTYLE	Utility Wagon
PRICE	£24,950



**2012/12 LAND ROVER DEFENDER 90**

COLOUR	Orkney Grey
MILEAGE	26,600
TRANSMISSION	Manual
BODYSTYLE	Hard Top
PRICE	£24,500



**2007/07 LAND ROVER DEFENDER 110 XS**

COLOUR	Tonga Green
MILEAGE	84,000
TRANSMISSION	Manual
BODYSTYLE	Station Wagon
PRICE	£19,950



**2012/62 RANGE ROVER VOQUE SE**

COLOUR	Luxor Gold
MILEAGE	73,000
TRANSMISSION	Automatic
BODYSTYLE	vogue
PRICE	£28,950

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## **VEHICLE PURCHASING**

**WE ARE ALWAYS ON THE SEARCH FOR QUALITY USED LAND ROVERS, IF YOU ARE LOOKING TO SELL YOUR VEHICLE THEN EITHER SEND US AN EMAIL OR GIVE US A CALL.**

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## Printed electronics to revolutionise interiors

**I**N a world-first, Jaguar Land Rover is developing Lightweight Electronics in Simplified Architecture (LESA) research technology – currently used in flexible wearables and curved OLED TVs – for its car interiors. This has the potential to radically change cabins of the future and would offer customers greater ability to tailor their cars to suit their needs.

### So how does it work then?

The system uses computer animated

drawings (CAD) to virtually 'unfold' a part into its 2D structure. The required electronic circuit, ordinarily wired into a traditional ECU, is then printed onto the flat surface, and components are mounted, before the CAD is folded back into its original 3D. The part is then manufactured with the electronics printed into the structure. JLR has successfully trialled LESA technology on an overhead control panel prototype, achieving a weight reduction of 60 per cent and minimising

the part size from 50mm to 3.5mm.

### What are the benefits?

By bringing structural electronics into a vehicle's cabin, JLR believes LESA will enable it to design and manufacture innovative, flexible and customisable cabins for its customers while also reducing weight (with wiring, sensors and computing contained within all non-metal materials, removing the need for extra packaging space for control units) and cost during production.

For example, dashboards could be replaced by curved screens or digital displays could appear on surfaces like wood, negating the need to even have a screen and allow drivers to customise colour-changing body panels. It also means JLR can display information only when it's needed, helping designers to have a freer approach and ultimately a more streamlined and buttonless look; this could include body controls, wraparound button-less dashboards and advanced fabric/leather heated steering wheels.

It would also be possible to add solar panels to the vehicle without adding extra system weight to the car, and as we move towards a future of motoring that's focused on hybrid and fully electric there are obvious benefits to generating renewable power from the sun to then be used to recharge a battery.

### LRM PROMOTION

## FREE £249 Skytag tracking device

WITH the clocks turning back the nights are drawing in, which means one thing according to a survey report from Skytag – an increase in Land Rover theft. In fact, the stolen vehicle recovery company always sees a rise in thefts during the winter months with the additional cover of darkness and noise from wind and rain providing ideal conditions for the car thief to operate. With October proving to be their busiest month, with an increase in thefts compared with this time last year, Skytag has a fantastic offer for LRM readers. You will be required to pay a subscription payment but Skytag is offering a free tracker worth £249.

With an 11 minute recovery record and unique features such as monthly operation checks and direct police access to live online location information, a Skytag tracking device will give you peace of mind. The

locating device itself is a very small covert unit designed to be hidden in the vehicle (it is smaller than a computer mouse) and it's very easy for you to install it yourself making it impossible for anyone else to find, and makes it transferable between vehicles.

While it is compact it is clever, using a GPS chip that can pinpoint its location on the planet to within five metres, and a module that communicates this position to Skytag via the GPRS data network. Should the vehicle's battery be disconnected it also has an in-built back-up battery that lasts three days. With a 24-hour 365-day monitoring service by a real live person in the UK – who is able to liaise directly with the police – it doesn't get much better. It also offers GeoZone holiday cover which puts a virtual electronic fence around your vehicle and will alert with any unauthorised movement.

• For Standard service £79.99/year use code **LRMSTANDARD**: Includes monthly test, battery disconnect and low power alerts, 24-hour police liaison (for everyday use vehicles).

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### How to claim your free Skytag?

All you need to do is go to [skytag-gps.co.uk](http://skytag-gps.co.uk) and pay for the first year's subscription. Select the unit to purchase and when you go to check out use the appropriate code (see right), depending on which service you require. The free tracker will then be dispatched to you.





## Billing Off Road Show 2020

ONCE again the 2020 Billing Off Road Show will be held on June 27 and 28 and it's looking like it will be even bigger and better than previous years. There are over 70 traders signed up already while the Club Area has had a massive boost with 20 new clubs applying, and with almost all 33 of the clubs from this year committing to attend as well it should be well supported. Challenge South West will once again be showing off their new winch challenge vehicles in the Demonstration Arena, with passenger rides on offer. As the only show to offer two on-site off-road courses, sporting

all types of terrain, if you didn't get the chance to sample the Riverside Course (open on Friday) or the Lakeside Course (open on Saturday and Sunday) this year, or indeed you did and you're hungry for more, then for this reason alone Billing is worth visiting. 2020 also promises to see the return of the beer tent, live music, food outlets and children's entertainment, plus much, much more.

This will most definitely be an action-packed weekend and so be sure to book the camping as well to ensure your pitch for next year.

To book tickets in advance, visit the website [thebillingoffroadexperience.co.uk](http://thebillingoffroadexperience.co.uk).







## INEOS wins legal battle against JLR over Defender's 'trademark' shape

OVER the course of 2016 and 2017 JLR applied for the registration of six three-dimensional shapes of its Series I, Series II, Defender 90 and 110 models (the latter two shapes with and without a rear mounted spare wheel). INEOS contested this application in defence of its own commercial interests and in early October of this year, the UK Intellectual Property Office (UKIPO) found in favour of INEOS on the basis that the shapes were insufficiently distinctive in character.

By November 2015, INEOS knew that JLR intended to cease mass production of the Defender vehicles. It contacted JLR to discuss whether it was willing to sell tooling and other production equipment so that it could continue to manufacture the Defenders. However, JLR later wrote to INEOS making it clear that it would regard the production of vehicles of the same shape and appearance as the Defender models as a breach of its IP rights and as a misrepresentation that JLR was connected to those vehicles.

After rejecting Ratcliffe's attempts to buy equipment used to build the Defender, JLR



Ratcliffe is a big fan of the original Defender

then tried to trademark six variants, it even surveyed 495 UK residents to see if they recognised four pictures of a Defender 90, each from a different angle and with all traditional branding removed.

Unfortunately for Land Rover only 20 to 40 per cent of respondents were confident that the pictures shown to them depicted a Defender. Interestingly, the survey showed

significant mis-recognition of the shape as representing a Jeep vehicle!

With the UKIPO ruling that the Defender is not sufficiently distinctive from other 4x4s to justify the trademarks, JLR is now contesting the ruling in the High Court, saying that in fact: "The Defender is an iconic vehicle which is part of Jaguar Land Rover's past, present and future."

Ratcliffe has long admired the Defender and INEOS has made no secret of its plan to maintain its iconic boxy design with the Grenadier, with the company saying in 2016 "it is committed to treating the Defender's much-loved exterior shape like a listed building, making as few modifications as possible".

While INEOS is developing Grenadier with BMW petrol and diesel-powered engines it has started a feasibility study into the potential for hydrogen fuel cell technology. "With powertrain technology developing at such a fast pace, it's too early to rule anything in or out," it added in its statement to LRM. "We will continue to defend its commercial position in this matter," it adds.

## New Defender in Bond film

THE 25th official James Bond film *No Time To Die* is the first movie to feature the New Defender, as it is tested by the 007 expert stunt team in the most extreme off-road conditions. In a teaser video, released to announce its continued partnership with EON Productions, fans are treated to a unique, behind-the-scenes view of stunt co-ordinator Lee Morrison and stunt driver Jess Hawkins at work. You can watch it here: <https://www.youtube.com/watch?v=eelyBoBxf-I&feature=youtu.be>.

Lee Morrison, James Bond Stunt Co-ordinator said: "Designing and co-ordinating the action sequences for the Bond franchise requires a non-compromising mindset. We needed an unstoppable vehicle to help us battle against the elements, steep descents and

river crossings so we chose the new Defender. I'm beyond impressed that the Defender is not only back but much, much better!"

Land Rover's design team worked closely with Special Effects and Action Vehicles Supervisor, Chris Corbould, on the specification of the Defenders in the film. Based on the Defender X model in Santorini Black, with darkened skid pans, 20-inch dark finish wheels and professional off-road tyres, they were the first Defenders to be built at Jaguar Land Rover's new production facility in Nitra, Slovakia. Alongside the Defenders, *No Time To Die* also features a Range Rover Sport SVR, Range Rover Classic and Series III.

Land Rover has a long-standing partnership with EON Productions on the



New Defenders were modified for Bond film

Bond films, which began in 1983 when a Range Rover Convertible appeared in *Octopussy* (see p88). The latest film will be released globally in cinemas from April 2, 2020.





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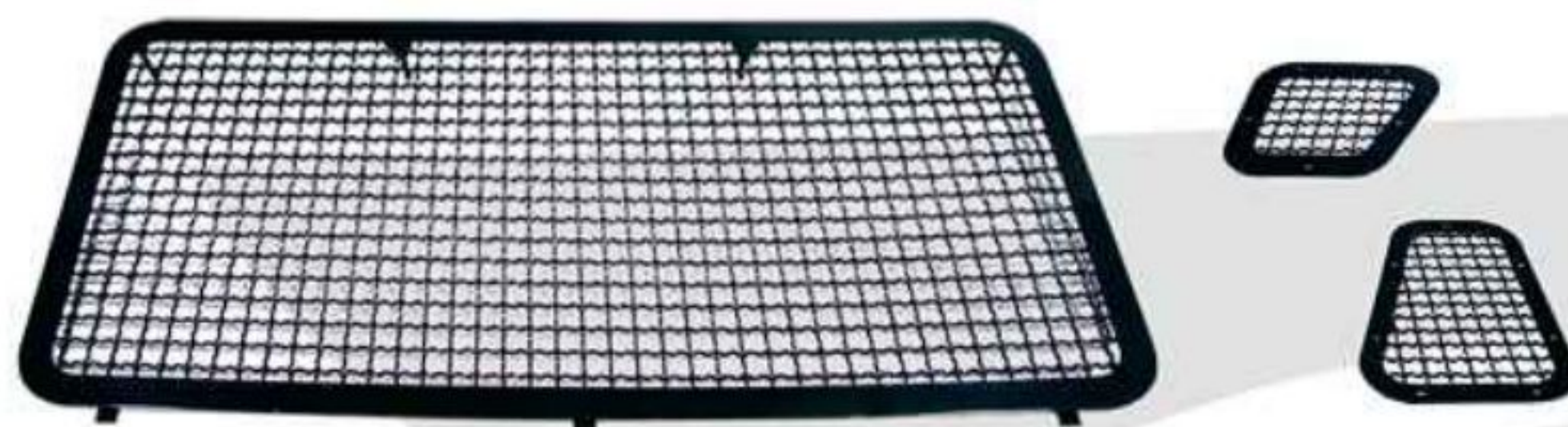
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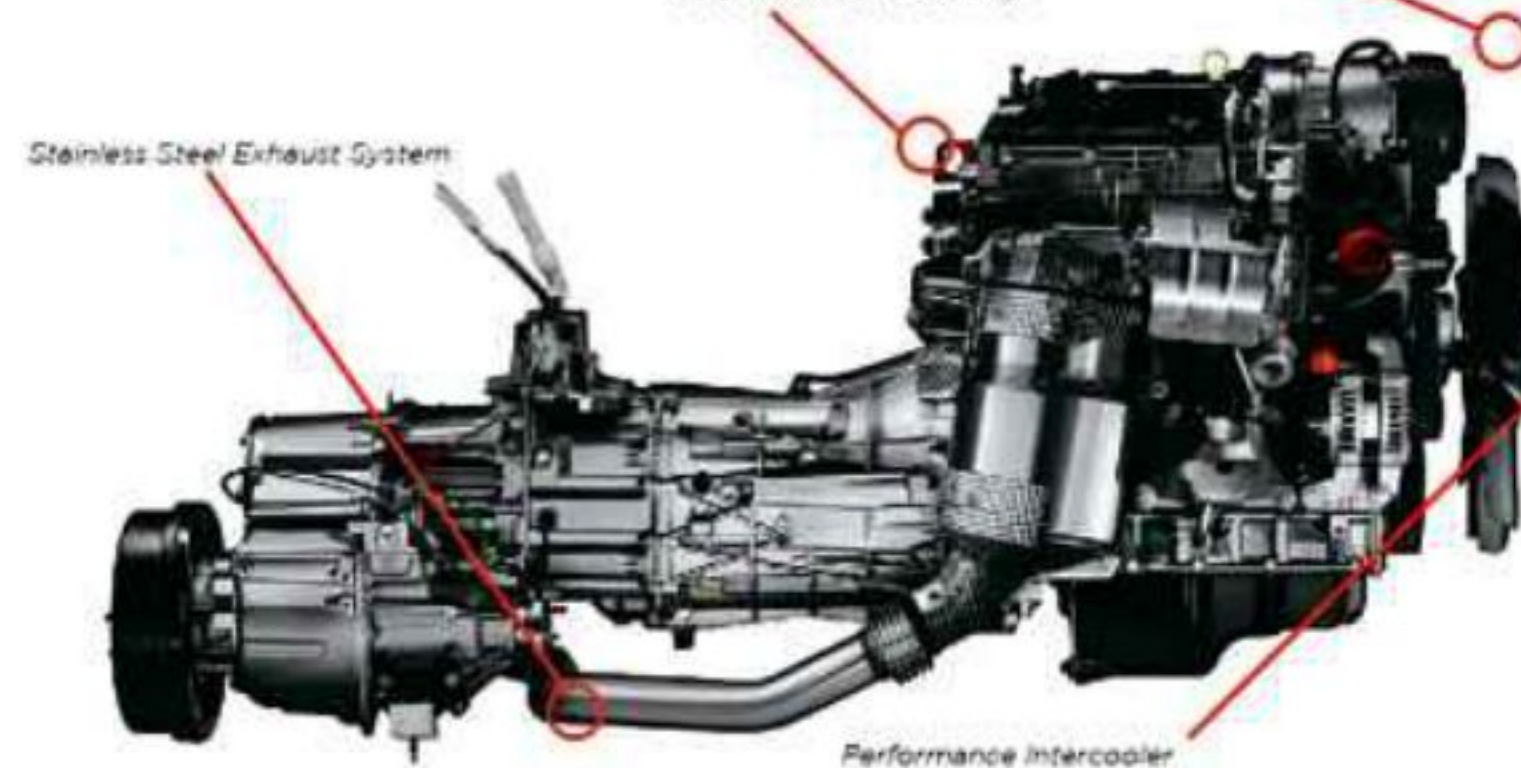
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# LETTERS

Does the fact  
Defender is not  
built in Britain  
bother you?



Toupées are  
not what they  
used to be . . .



## Skye's the limit

MY Doberman, Skye, is in just as much of a rush to read the latest issue of LRM when it arrives by post, as I am.

He is a regular passenger in my 1997 Defender 90 300Tdi CSW (owned for 19 years) enjoying the 360 panoramic views.  
*William MacLeod*

*Glenorchy Lodge, Dalmally, Argyll, Scotland*

**It's a well-known fact that dogs love Land Rovers above all other cars. Anyone have any theories as to why? – Ed.**

## World of Land Rovers

THERE seems to be a bit of confusion as to whether the new Defender will be built in Slovenia or Slovakia, as in the letter from David Thomas of Swansea in the January 2020 LRM. I don't know if people think they are the same place.

Slovakia, where the Defender and the Discovery are to be built, if they're not already, is the eastern half of what used to be Czechoslovakia, just across the Tatra mountains from eastern Poland.

Slovenia, which used to be part of Yugoslavia, is on the Adriatic coast just across from Venice, more or less.

Slovakia builds lots of cars for various people, including Kia and Hyundai, because they have a long history of engineering things like tanks for the Russians, which Slovenia hasn't.

As for the Britishness of Land Rovers, when working on my Freelander 2, I've noticed that:

- The window glass is Fuyao, which sounds Chinese to me
- The front wiper mechanism is from Germany
- The rear wiper mechanism is from Spain
- The fuse boxes are from the USA
- The automatic gearbox is Aisin Warner, which sounds Japanese

Who knows where the rest comes from? I know that the body and the engine are from this country, because there has been an article about the plant on Merseyside in a previous issue of LRM, and assembly is carried out there, but springs, hubs, brakes, seats, dashboards?

All this really points out the fact that most of the previous suppliers of car parts – Lucas, Girling, Lockheed, and so on – who used to supply parts are long gone. This means parts



have to be sourced overseas, but this is true for every manufacturer, so Land Rover are just doing what every other car maker in the world has to do to enable them to survive economically.

I've got to say that if I had the money I'd buy a new Defender, no matter where it's made, because the concept and design are British (it could be, of course, that the lead designer is not from these shores, in the same way that the lead designer of the original VW Golf was British...), so people should be glad that the car has finally come to fruition, and probably will be able to afford one in a decade or two.

Alan Mordey  
Leamington Spa

**Thanks for the geography lesson, Alan, and we take your point regarding global sourcing of car parts, but we can assure you the top designer at JLR, one Gerry McGovern, is as British as they come. In fact he hails from just up the road from you and has a Brummie accent stronger than Jasper Carrott's – Ed.**

## Hall of fame

FIRST of all I'd like to congratulate you on a great magazine. Richard Hall is always my first port of call when the new edition arrives.

Regarding the new Defender, very disappointing. I was visiting the UK a couple of years ago and I went to the Peterborough Show, where Land Rover did a presentation of their pyramid marketing strategy. At the apex was the Range Rover, the luxury vehicle. Bottom corner was the Discovery, the lifestyle vehicle, and opposite that was the Defender, the utility vehicle.

The Defender conjures up images of military service, workers in remote parts of Africa, trips into the Australian outback, a vehicle for tradies, farmers and the like.

When the Range Rover was introduced it proved its worth in a trip along the Pan Pacific Highway via the Darien Gap. The back-up vehicle was a Series IIA (precursor to the Defender). When the Discovery was introduced it too proved its worth in the Camel Trophy event. Again the back-up vehicles were Defenders.

If this new Defender ever gets a chance to prove itself and it's up to its gunnels in mud and has a hissy fit because a sensor has given up the ghost and the vehicle has dropped into limp-home mode, what will be the back-up? A lab technician with a laptop driving an old Defender/Series Land Rover? The new Defender is just another lifestyle vehicle.

Richard Hall will be busy for a while yet.  
Rick Cook, Australia

**Our Richard will be delighted to hear he has a fan Down Under. We agree that utility Land Rovers have always been back-ups to their fancy cousins on tough off-road events staged or sponsored by the company. To your list we can also add the 2003 G4 Challenge, where a stunning fleet of orange Td5 Defender 110s did all the donkey work – Ed.**



Is that a Series I during the Siege of Tobruk in WW2? No wonder we won!

## Ice Cold in Land Rover history

WITH reference to Dave Phillips' article 'Only Fools and Horsepower' in the January 2020 edition, he asks if the shot of the Series I in 633 Squadron is the earliest example of historically-inappropriate use of a Land Rover.

I am sure this will not be the only reader to point out that in one of the final scenes of *Ice Cold in Alex* there is a Series I parked in the background as Luz (Anthony Quale) is driven away under guard.

*Ice Cold in Alex* is, I believe, set in 1941 around the battle for Tobruk and filmed in black and white while, 633 Squadron is in colour and set later in the war. My vote therefore goes to *Ice cold in Alex*.

Paul Douglass

FOR the attention of Dave Phillips: Regularly shown on Film 4, *Ice Cold In Alex* is an excellent British film set in 1941 but, in the dying seconds (and as an avid Land Rover addict), did I spot a Series I parked outside the bar as the Military Police took away the previously embedded German officer?

As a subscriber to LRM since my darling wife died unexpectedly 18 months ago I am down to two trucks: a 2005 L322 TD6 with 69k on the clock and my ever-faithful 1999 300Tdi Defender 90, which is on 190k and must be one of the last produced.

James Duffie, Dubhsithe

**Many thanks to those readers who wrote in with their Ice Cold observations. With so many Land Rovers around as not-so-secret weapons, no wonder we won the war – Dave Phillips.**



One of the Td5 Defender 110s doing all the donkey work during the G4 challenge



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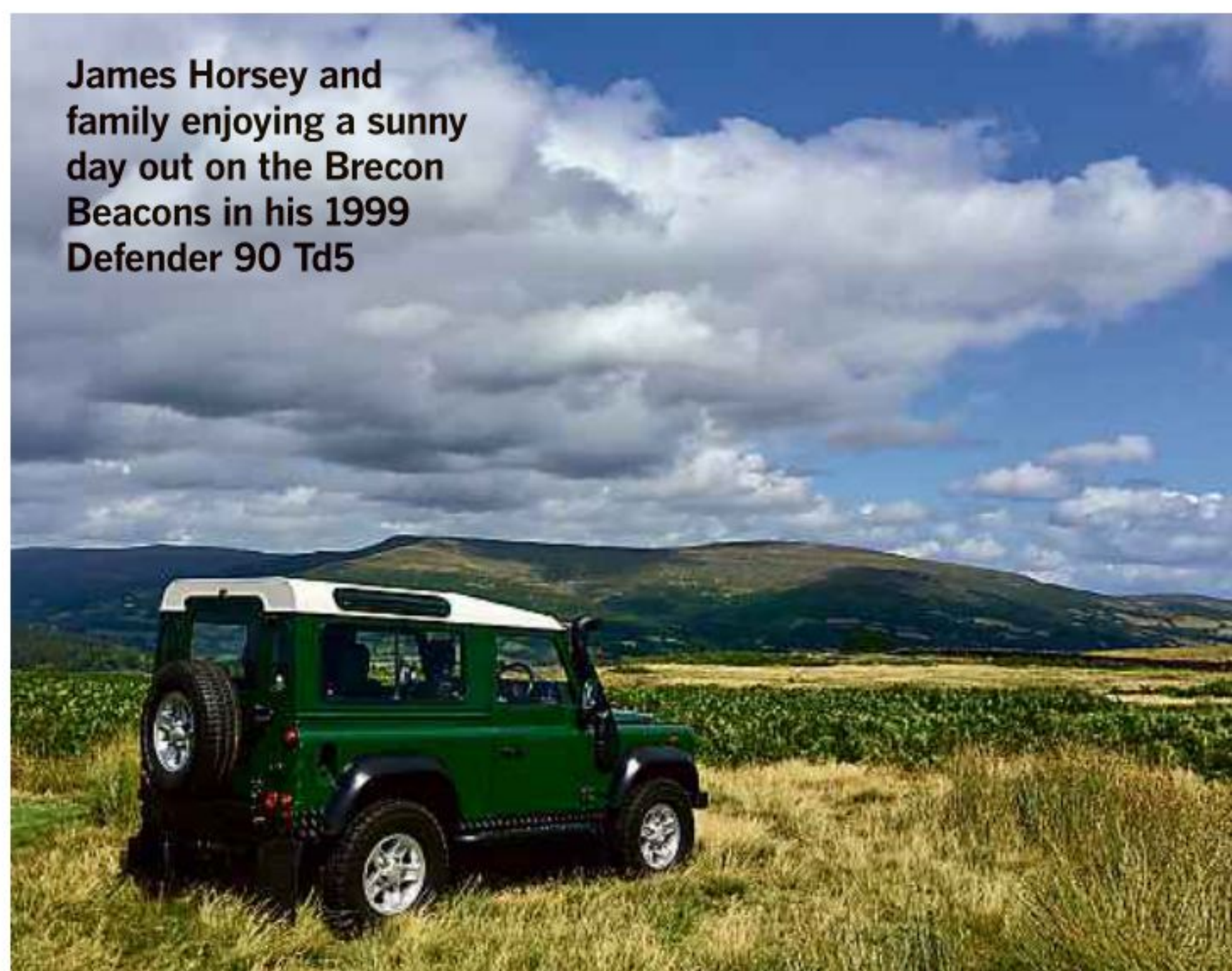
ABOVE & BEYOND



# YOUR PICTURES



Adam Wormleighton thinks his 2008 Discovery 3 HSE is the perfect kids and dogs transporter; this was taken at Glen Almond in Scotland



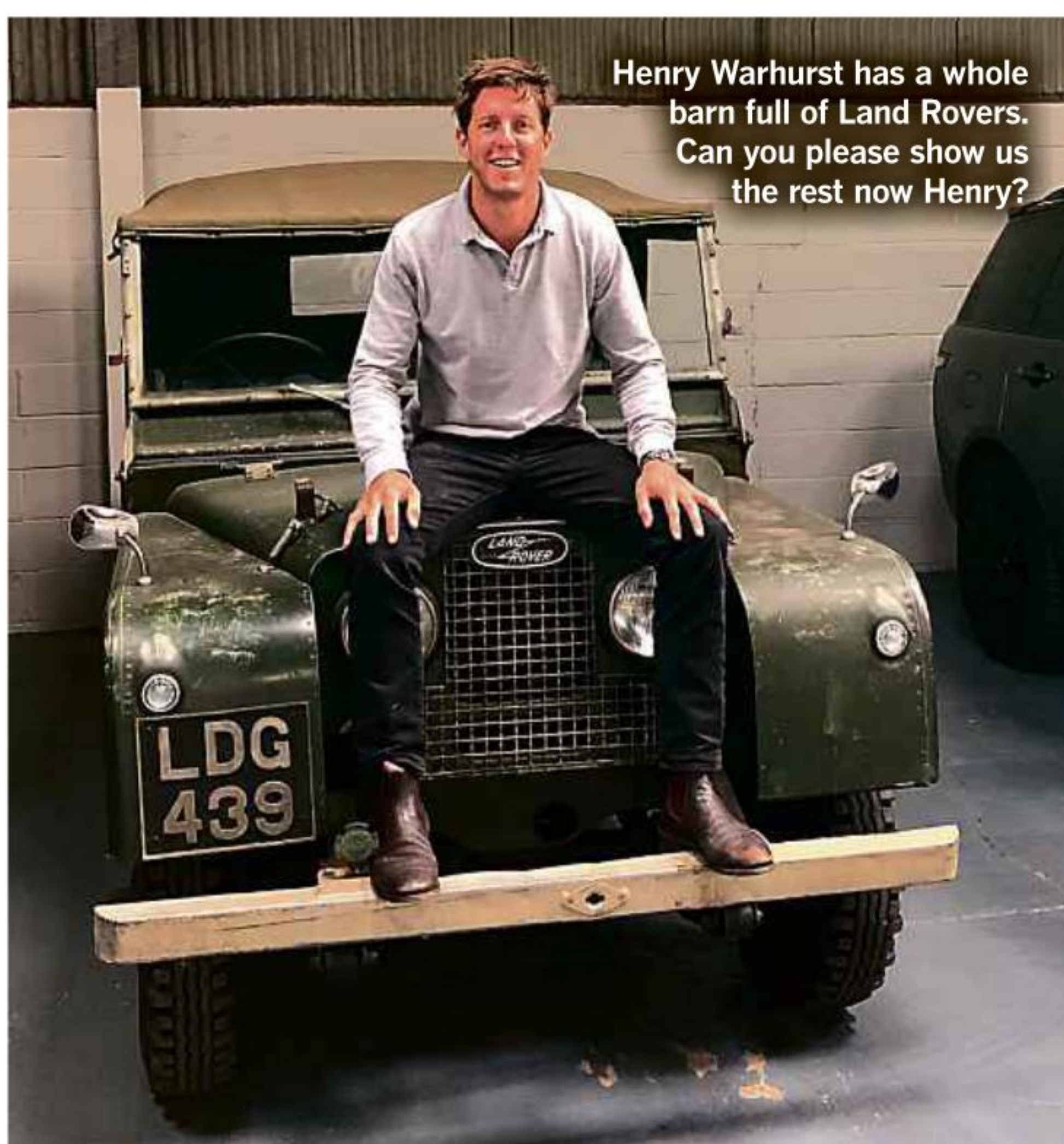
James Horsey and family enjoying a sunny day out on the Brecon Beacons in his 1999 Defender 90 Td5



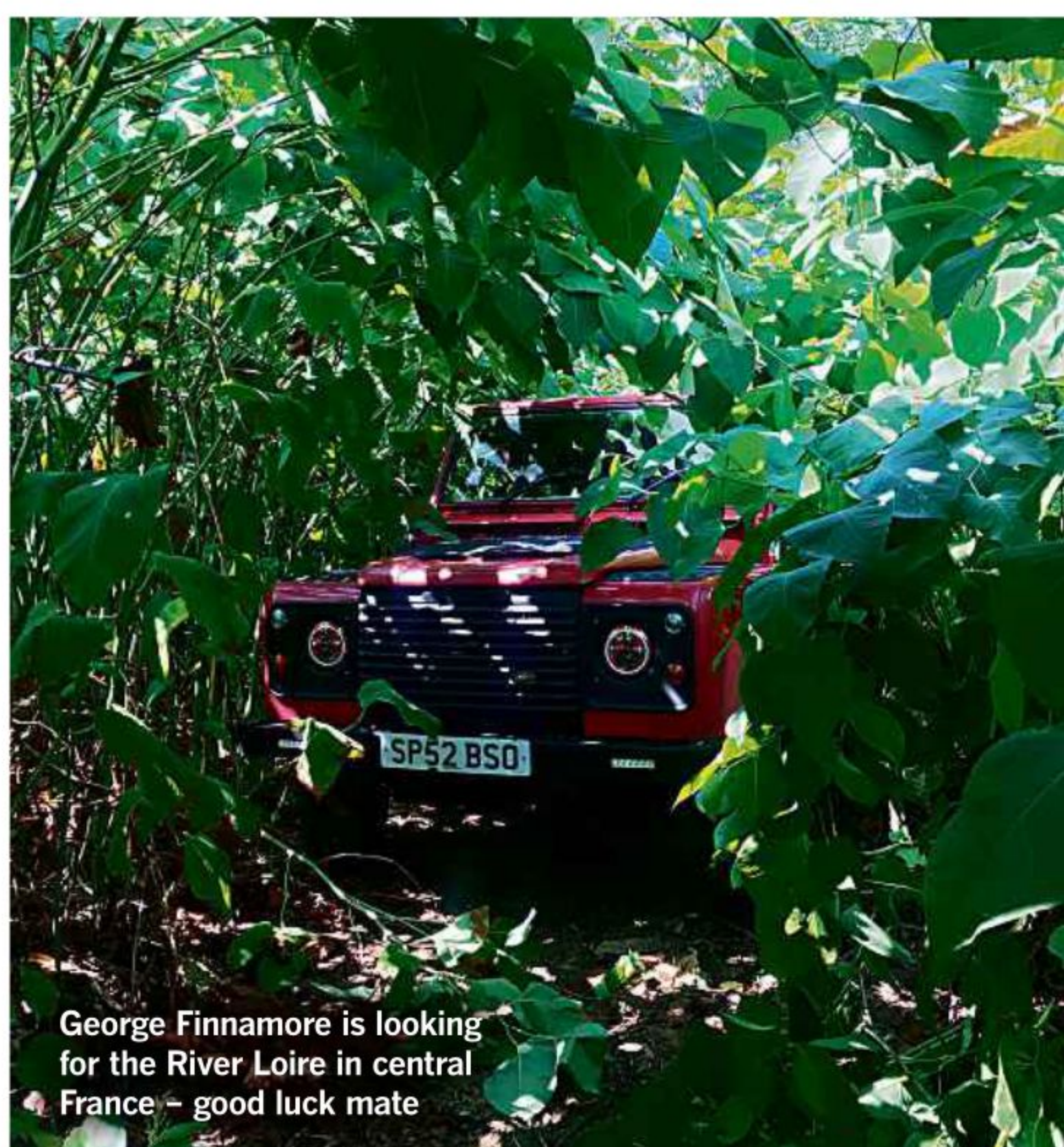
Fudge and Treacle enjoying a day out in Gordon Duncan's Defender at Blair Atholl, Scotland



Charlie and Lauren Lewis plus Bert their Jack Russell ended up doing 2000 miles when doing the NC 500 route. Navigation is not their strong point



Henry Warhurst has a whole barn full of Land Rovers. Can you please show us the rest now Henry?



George Finnermore is looking for the River Loire in central France – good luck mate

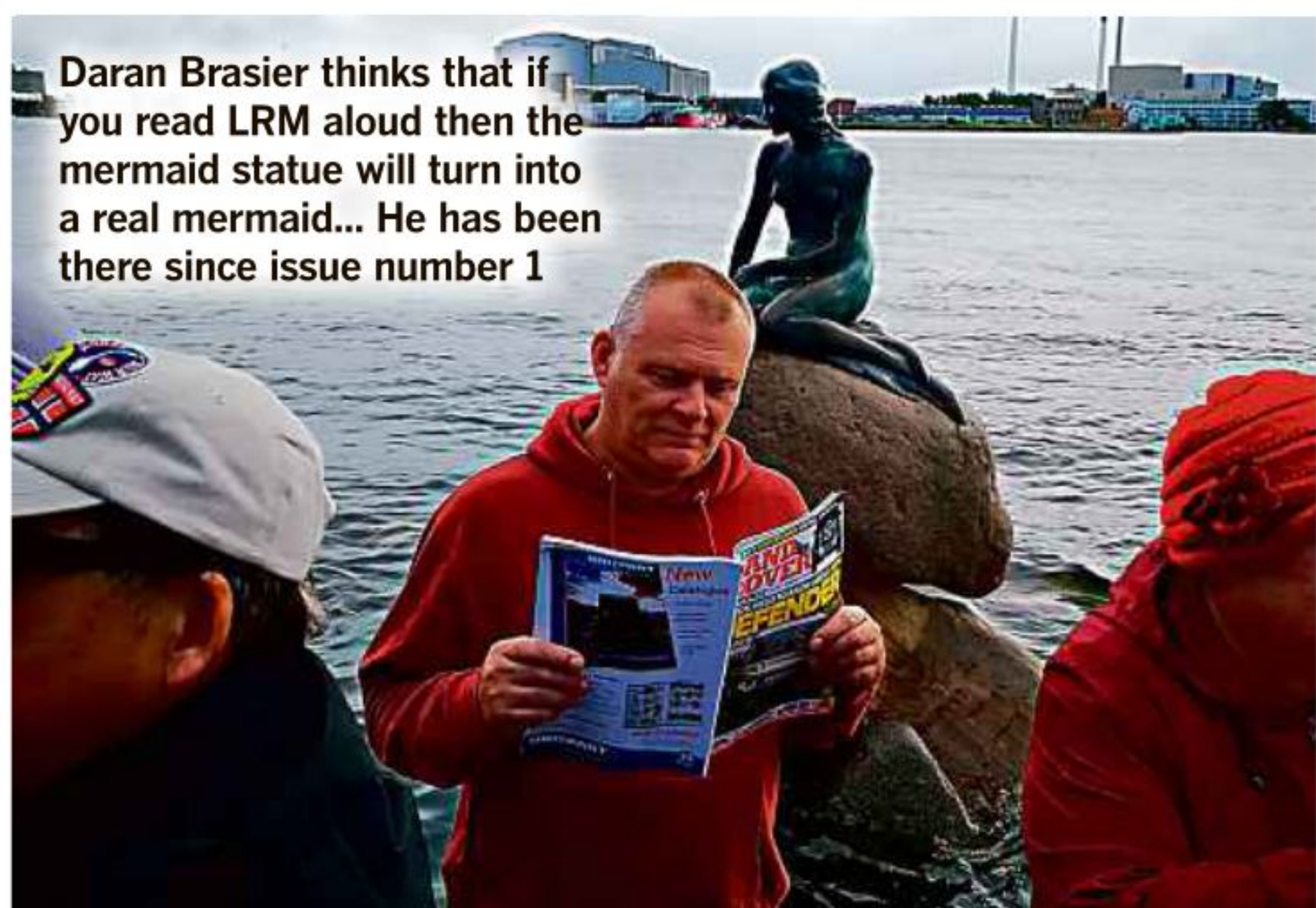


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in LRM

The rain in Spain definitely falls mainly on the plains according to Iñaki Barroso, which is why he headed for the mountains



Daran Brasier thinks that if you read LRM aloud then the mermaid statue will turn into a real mermaid... He has been there since issue number 1



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Darren Prior's new Discovery going for gold at the famous Bathurst circuit in Australia



Simon Parry put his last Defender on its side on his birthday (don't ask) – this is the replacement, complete with colour-coded trailer

Mark Brady thinks he owns the best Range Rover Classic ever, thanks to its engine, colour and his girlfriend who normally joins him on trips





# YOUR PICTURES

Steve Spain having fun during the floods in Westmeath, Ireland



Rachel Nixon and Lawrence Dodi never thought they would be camping next to a hot air balloon at the Adventure Overland show



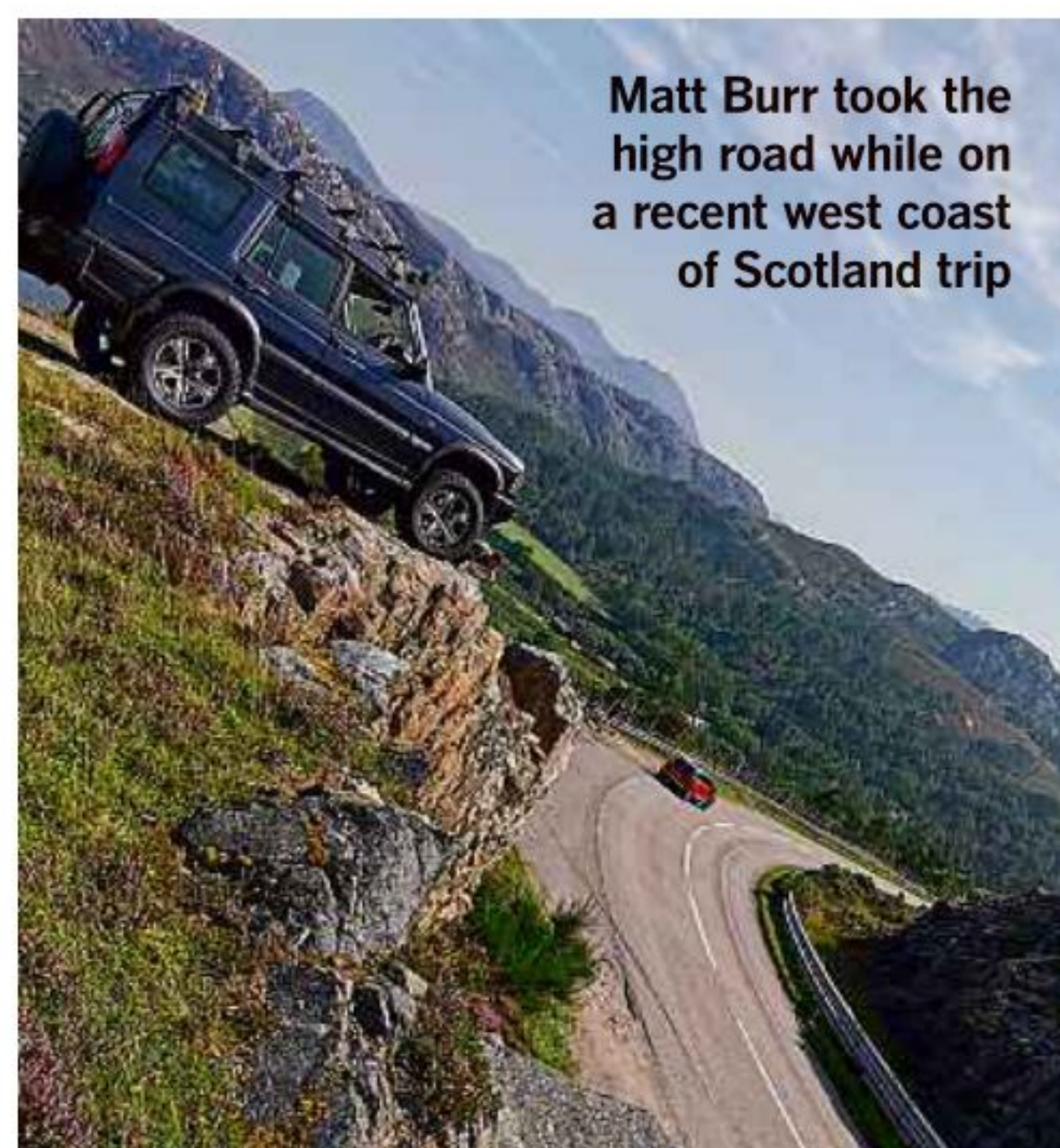
Peter Lloyd washes his Land Rovers in pairs



Paul Coulter and mate Craig were going to drive the NC500 in a Porsche 911 to celebrate their 40th birthdays. Sensibly they opted for the Evoque instead



Matt Burr took the high road while on a recent west coast of Scotland trip







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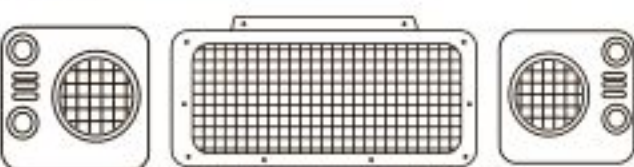
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CONTACT: amazon.co.uk

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PRICE: £149.44 CONTACT: front-runneroutfitters.com/en/uk/

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PRICE: TBC

CONTACT: Britpart.com

KEEP your drinks cold and your meat fresh (or else vegetables for the vegetarians) with ARB's all-new Zero Fridge Freezer, which was recently launched at the 2019 SEMA Show in Las Vegas. It will be available in two sizes – 69 litres and 96 litres. Access to the fridge is easy thanks to the side-opening quick-release lid. You can also charge devices via the USB outlet. Expect to see this fridge in the UK during the first quarter of 2020.



## SS BONNET HINGES

PRICE: £86.48

CONTACT: brit-car.co.uk

THESE Defender stainless steel bonnet hinges have been cast from marine grade 316 stainless steel and then polished up. Includes all the fixings.

## DEFENDER LADDER

PRICE: £152.86 CONTACT: frontrunneroutfitters.com/en/uk/

MADE from the same durable and black powder-coated aluminium as the Front Runner roof racks. We like how the ladder conforms to the contours of the Defender. There is some drilling required during installation. The lower step mounts below the bumper using existing holes.



## POLISHER

PRICE: £204.22 CONTACT: gunson.co.uk

This new vibratory tumbler polisher will clean and polish small metal objects and other items. Great for de-rusting and cleaning.





### 4X4 ALTIMETER

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### SPARE TYRE COVER

PRICE: €54  
CONTACT: [tailoreddefender.com](http://tailoreddefender.com)

TAILORED Defender have come up with several cool designs for their handmade, weather-proof vinyl spare wheel covers. Available in both black and grey. Easy to fit or put on thanks to its elasticated self-adjusting band. Best fits the following tyre sizes: 235/85R16 and 265/75R16.



### SS WINDSCREEN BRACKETS

PRICE: £88.95 CONTACT: [mm-4x4.com](http://mm-4x4.com)

THESE Defender stainless steel windscreen brackets have been cast from marine grade 316 stainless steel and then polished up. Includes all the fixings.



### D4 DOUBLE DIN

PRICE: £275 CONTACT: [Britpart.com](http://Britpart.com)

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### UTILITY LAMP

PRICE: £46.55  
CONTACT: [eBay.co.uk](http://eBay.co.uk)

THE MAGflex utility lamp not only has magnetic ratcheting bases, the body also rotates 360 degrees. Can be used for between 2.5 and 5.5 hours, depending on settings. It's rechargeable (takes five hours) cordless and a very bright 1000 lumens utility lamp.

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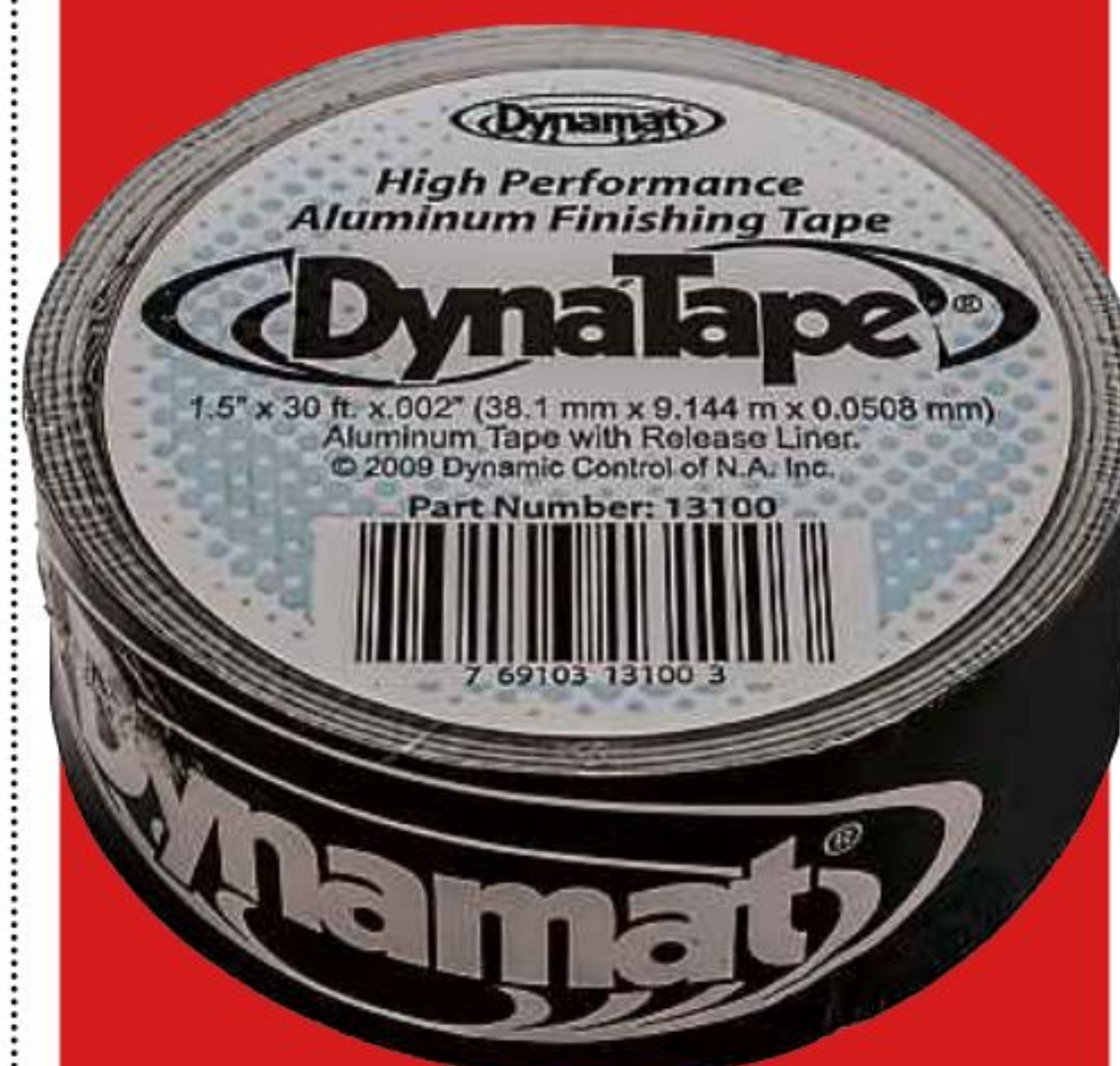
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# PRODUCTS



## TROPHY T-SHIRT

**PRICE:** £22  
**CONTACT:** retroeighty.co.uk

1989 was a great year for Great Britain's Land Rover fans as local lads Joe and Bob Ives won the Camel Trophy held in the Amazon that year. Celebrate their win with this latest stylish offering from our friends at Retro Eighty.

## MOUNTAIN RESCUE WATCH

**PRICE:** £385  
**CONTACT:** elliotbrownwatches.com

NOT only does Elliot Brown make watches for adventurers it also makes them to help raise money for great causes such as Mountain Rescue England and Wales (MREW). Buy this Elliot Brown MREW Canford and a whopping £36 donation will be made to MREW. Our Editor has been wearing a Canford for several years now and unlike his Land Rover, it has yet to let him down.



## WOODLARK JACKET

**PRICE:** £295  
**CONTACT:** countryinnovation.com

**W**HAT do I know about winter jackets as I used to live in hot Africa? Well for the last year in the UK my Woodlark jacket has been my go-to whenever the weather has been nasty. So that's most days really. I've worn it to muddy off-road driving days and to fancy pants events full of important people and people who think they are important. The Woodlark is a true all-rounder, happy in the cold and wet and classy enough so you won't get chunked out of a VIPs-only do.

It's nowhere near as thick, padded and bulky as my Berghaus Parka but don't let this fool you as it performs just as well. In fact, it's actually more practical than my Parka if hiking or taking photos. You would need something more substantial underneath it if using it in extreme cold but it's perfect for the British winter. In fact, the tough, cotton outer fabric has a similar feel to my Prospector Tent. It easily handled all the mud, rain and wind that I exposed it to. Not once did I get wet or think I'm cold. And thanks to the elasticated draw-cords one is able to pull the hood, waist and bottom hem nice and tight to keep out the elements.

Then unlike any other jackets I have ever tested, the Woodlark has 11 pockets. The four in the front are rather large and you can easily store a hip flask in it – I think a puppy would fit to be honest. Pockets also have useful features such as waterproof zips and water-repellant flaps while the side entry ones are fleeced and warm as a result.

I normally wear large shirts but my Woodlark is a medium, yet when chopping wood or doing something physical, it does not feel restrictive at all. The creators of the Woodlark have made something for the outdoors man who moves in places with nasty winters and wants to be dry and warm. Just like my Defender 110, it's a jacket for life.



## TYRE TABLE

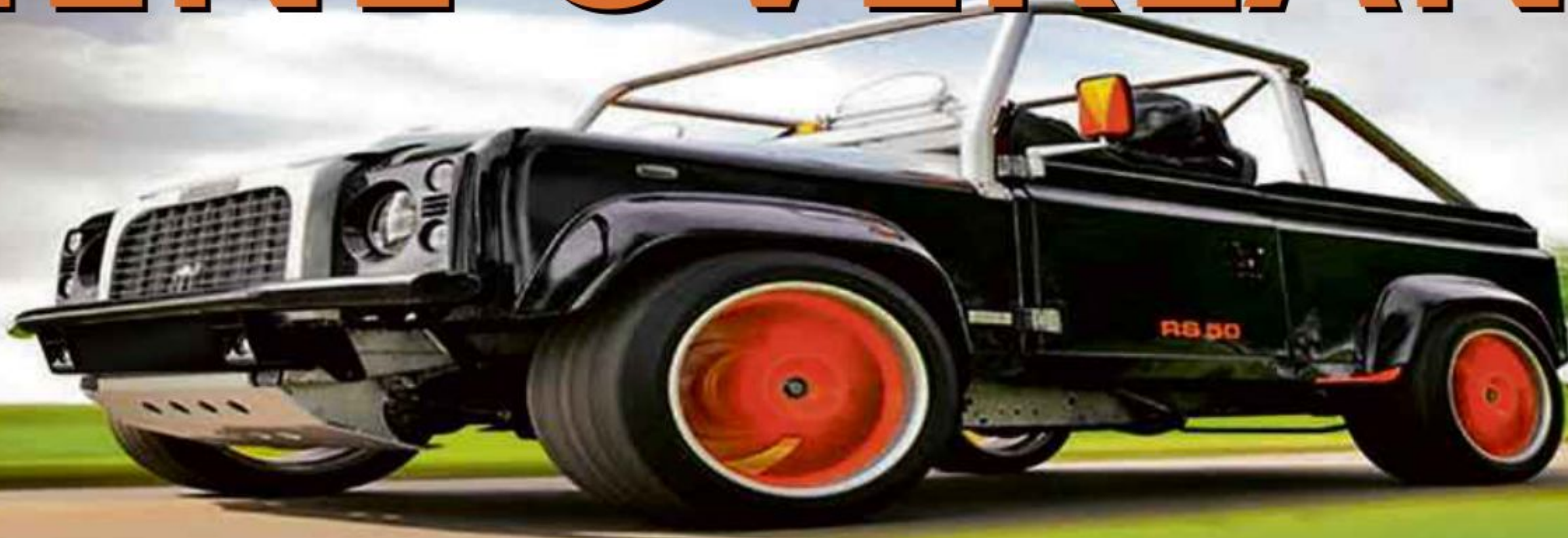
**PRICE:** €109  
**CONTACT:** tailoreddefender.com

YES you read right! The lightweight aluminium Spider table mounts onto your spare wheel, so it's quick and easy to deploy when you stop. The table is 60cm in diameter and stands 26cm high off the ground. You will need to ratchet strap the table to secure it when driving.





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DAVE PHILLIPS

# The Vocal Yokel

## Election fever (hope it's not catching)

**A**RE you fed up with election talk yet? Everybody's boredom threshold is being pushed to its limit with electioneering, following three years of Brexit dithering, all of which has seen the general public's perception of politicians sink to an all-time low.

Of course I couldn't agree more. My distaste for politicians is long-standing and has been well aired in this column over the years. It is therefore with more than a hint of irony that I must report I have joined their ranks. Yes, I am now officially a politician.

Those of you terrified at the prospect of me being given any sort of political power will be relieved to hear that my new role is at the very lowest rung of the political ladder. I have been co-opted onto my local parish council to replace a member who had resigned. It's not so much a case of me being the right man for the job; more a desperation measure because nobody else wanted to do it.

But, either way, I can now flex my political muscle. Albeit a very small muscle: think stapedius.

The stapedius, in case you didn't know, is the smallest muscle in the human body. It is 1 mm long and controls the body's smallest bone, the stapes, which is the minute part of the middle ear that protects the delicate inner ear from very loud noises.

In other words, it isn't very big but it does a job. A bit like a parish councillor. I won't bore you here with a list of duties carried out by a parish council, but it does include the creation and maintenance of footpaths, bridleways and rights of way, in which I have a particular interest. I will let you know how I get on.

Meanwhile, our power-hungry would-be national leaders are promising all sorts of daft stuff in order to win votes at the forthcoming General Election. Only this morning I had to laugh when I heard that

the Conservatives will "reverse Beeching" by re-opening the railway lines axed in the 1960s, "starting in the north of England". For that they have set aside £500 million, which sounds like a lot of money but it won't go far when it comes to reinstating the old branch lines.

The Beeching report of 1963 resulted in the closure of over 5000 miles of track and 2000 stations. When you consider that laying a mile of single-line track costs nearly £5 million, simple arithmetic shows it would buy just 100 miles of track. The infrastructure, including new stations, would cost much more.

**"Despite the fact many of us have no choice but to drive our cars, witless politicians wage war on motorists – particularly those who drive diesels"**

For example, Wisbech, in Cambridgeshire (population 31,000), is the 18th biggest town in the UK not served by a railway. It lost its station on Beeching's recommendation in 1968. The cost of reopening the town's seven-mile railway link to March is estimated at £68.9 million and includes a new station and bridges.

Don't get me wrong: I love railways. It's a love that predates my love of cars. As a small boy, I reckoned my Uncle Charlie had the best job in the world and I loved to stay with him and my Aunt Ivy whenever I could. He was the station master at Tivetshall in Norfolk and lived

in the station house there, which was built over the platform. The whole house used to shake every time a train came through — which was often, as it was on the Great Eastern main line. To a small boy, that was magical. Sadly, it came to an end in November 1966, when the Beeching axe fell.

I would love to see all those old lines and stations reopened, just as I love the election promise made by the Labour party to re-nationalise the railways if they come to power. Sadly, the nation can't afford to do either and we are stuck with a public transport system that isn't fit for purpose.

Despite the fact that many of us have no choice but to drive our cars, witless politicians continue to wage war on motorists — particularly those of us who choose to drive diesel-engined vehicles. The latest news is that Bristol City Council wants to ban all diesel cars from its city centre — including the latest ultra-clean EU6 models. I can do no better here than to quote my colleague Mike Rutherford, who wrote in *Auto Express*: "This is a ban on perfectly legal cars purchased, owned and taxed by law-abiding individuals. They are innocent victims."

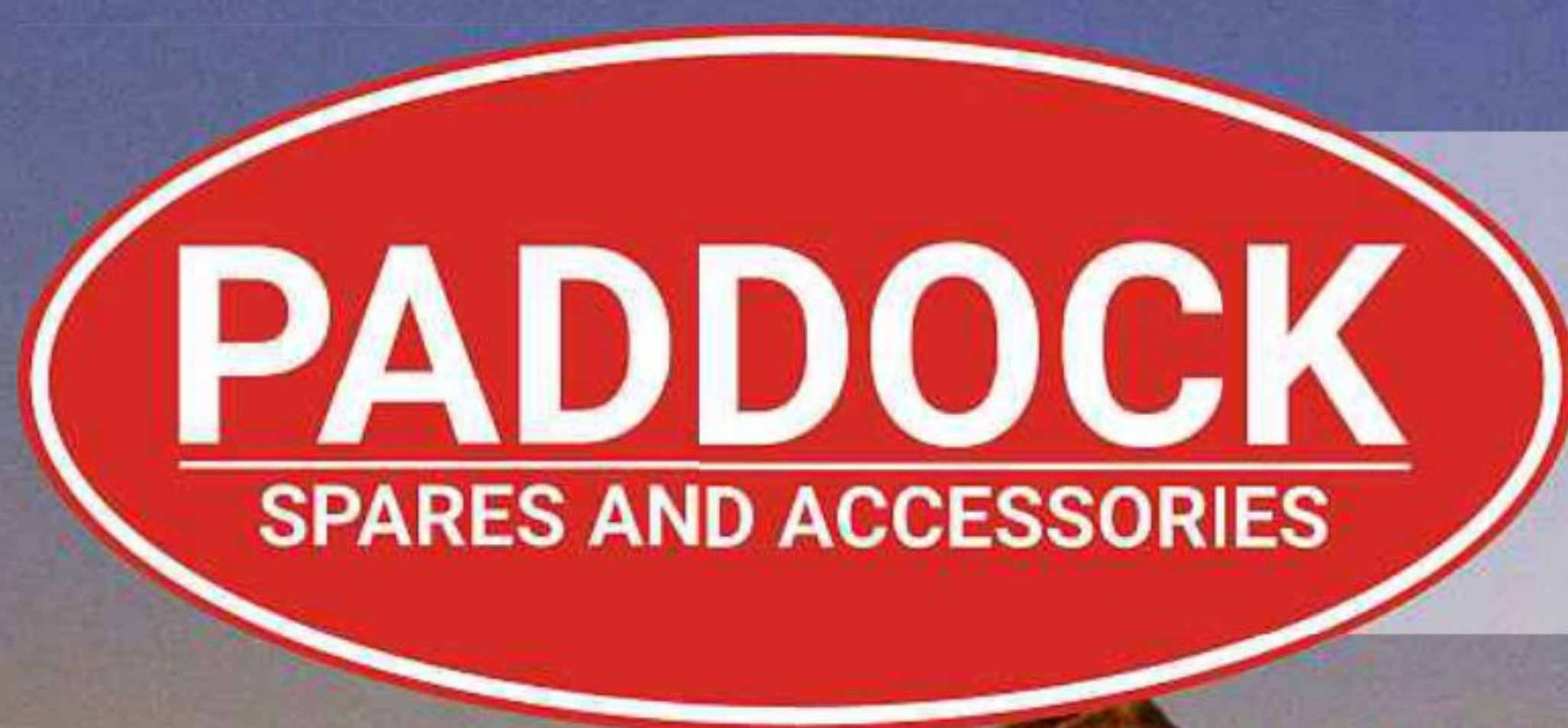
I'm pleased to report that the general public appear to share my healthy distrust of politicians. A survey carried out by the automotive shopping website, CarGurus, revealed that when it came to advice on buying a car, the public would trust David Attenborough, the Queen, Dame Judy Dench, Adele and Mary Berry — as well as a host of other royals and celebrities — before they would consider any of our budding leaders. Boris Johnson, Jeremy Corbyn and Nigel Farage limped in at 11th, 12th and 13th, respectively.

I clearly picked a very inopportune moment to become a politician.

■ Ex-LRM Editor Dave has driven Land Rovers in most corners of the world, but loves the British countryside best







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GARY PUSEY

# The Enthusiast

## You win some, you lose some

**I**N recent years, JLR executives haven't been shy about calling in the lawyers if they felt that Land Rover's brand or intellectual property rights were being infringed. Such infringement has been a huge problem for western companies for the past ten years or more: manufacturers in the Far East nicking their designs and making cheap imitations or outright copies and flooding the market with them. Everything from high-end watches to handbags and other designer goods have been copied and online auction sites are full of this stuff.

But copy cars are another matter entirely. When JLR launched the Evoque in China in 2014, it suddenly found itself facing an interesting competitor. Local car manufacturer Jiangling Motors introduced a vehicle called the Landwind X7 that bore a startling resemblance to the Evoque, and it was a lot cheaper. You could buy three X7s for the same price as an Evoque, and to add insult to injury you could buy aftermarket kits with replica Evoque grilles, lights and badges.

JLR was understandably unimpressed and sued the makers of the X7 for infringement of intellectual property. The case was thrown out by the Chinese courts in 2015, and JLR boss Sir Ralf Speth said at the time that there was little that JLR could do since there are no laws against copying cars. But in 2016 JLR sued again, this time for copyright infringement and unfair competition, and amazingly the Beijing court decided in March 2019 that the X7 copied five Evoque unique design elements, and Jiangling Motors was ordered to cease production and pay compensation to JLR. It was hailed as a landmark ruling and a first in the global automotive industry, and other car makers are apparently considering taking legal action for what they believe are similar breaches of their own intellectual property.

JLR was right to pursue the case and I'm delighted it won. But I don't feel quite so positive about some of its other recent legal interventions. When the company announced that Defender

production would end, Britain's third-wealthiest man made his displeasure known. Sir Jim Ratcliffe has been a fan of the utility Land Rover for many years, but he didn't accept JLR's reasons for ending the Defender and promptly announced that he would build his own version that would treat the Defender's 'much-loved shape like a listed building'. He even proposed to buy the production line and tooling from JLR, which was apparently quite positive about this at first, before changing its mind and rejecting the offer.

Ratcliffe went ahead with his plans to develop and launch his new vehicle, signing a deal with Mercedes-owned MB Tech and announcing recently that the Grenadier will be assembled in Wales.

**“JLR's brand police are certainly working overtime. An artist I know received an email telling him he was guilty of trademark infringement”**

JLR must have been rattled by the prospect of a new vehicle appearing on the scene that might look something like the old Defender, and of course its own plans were already well-advanced regarding the Defender's replacement, launched at last September's Frankfurt Motor Show. So JLR's response was to try to register the shape of six variants of the utility Land Rover from 1948 to 2016 and have these ratified as trademarks, even though production of the vehicle had already ended.

The government's Intellectual Property Office was unimpressed, though, and ruled that the Defender shape was not sufficiently distinctive from other 4x4s to justify the trademarks. The focus was on

whether aspects of the design and shape of the Defender and its predecessors varied in a significant way from 'the norm' for utility vehicles, and JLR's argument was that things like the alpine and rear quarter-panel windows, rear-mounted spare and so on were unique enough to merit the overall shape of the vehicle being registered as a trademark.

The hearing compared the Defender with other vehicles including the G-Wagen, the Santana PS10, the Shogun, the J70, the Wrangler, the Fourtrak and the Taft. As part of its submission, JLR surveyed 495 people across the UK to see if they recognised a picture of a 90 as a Land Rover and, while 20% immediately did, rather unhelpfully another 10% identified it as a Jeep! The hearing ruled against JLR's application, concluding that the Defender was not materially different from 'the norms in the passenger car sector'. JLR hasn't given up and is contesting the ruling at the High Court.

And all this, of course, before any of us have even seen the shape of Sir Jim Ratcliffe's new Grenadier. At least in the case of the shameful Landwind X7 there was a car in the metal that JLR could argue was an infringement, and any right-minded person could look at it and compare it with the Evoque, as a great many of us did, and conclude that the Landwind was a pretty obvious rip-off!

JLR's brand police are certainly working overtime, though. An artist and illustrator I know received an email the other day telling him he was guilty of 'trademark infringement'. His crime was to describe a limited-edition print of a Land Rover he was offering for sale online as, yes, you guessed it, a 'Land Rover'. Apparently, he cannot use these two words to describe his picture of a Land Rover, so he promptly showed what he thought of this nonsense by renaming the print 'Lånd R½ver Lurmitted Ædition Printske'. No doubt he'll be getting another email soon from the Lånd R½ver brand police.

■ Gary Pusey is co-author of *Range Rover The First Fifty*, trustee of The Dunsfold Collection and a lifelong Land Rover enthusiast. What this man doesn't know, isn't worth knowing!





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THOM WESTCOTT

# Roving Reporter

## When needs must . . .

**M**Y amateurish and haphazard attempts to repaint sections of my Lightweight are now mainly serving to reveal bodywork issues of a more serious nature.

The cavity under the bonnet above the driver's footwell has long been a magnet for botanical detritus, including twigs and leaves – whose course of entry remains unclear – and a curious mixture of what appears to be soil and rust. Enthusiastically scooping out the muck with a handy teaspoon, as I reach the bottom layer, it starts vanishing somewhere below. I assume its exodus is onto the road but, it transpires, a worrying amount is actually ending up in the driver's footwell.

There is already a small hole in the footwell floor but tactical deployment of a screwdriver reveals another rust-generated hole above the pedals, through which the under-bonnet muck has been exiting. I've heard of people taking screwdrivers to the underside of old cars to assess rust but I've never had the dubious pleasure of doing it myself, especially not to my own vehicle.

It's strangely compelling, feeling the screwdriver make a larger and larger hole above the pedals, but then, when I sit back to survey the damage, it is awful.

In a depressed slump, I gaze around. There is rust to the left of me, rust to the right of me, rust below and above my feet, and rust straight ahead of me in the form of the vent panel.

I seem to recall that this is a well-known trouble-spot for Lightweights and, when I bought mine back in 2005, it had been recently replaced, with a handmade section in a nice shade of mustard yellow, which I've always liked. Pretty it may once have been but it was never watertight. Behind the steering wheel, one of the rubber seals is so loose it blows right out in inclement weather and the water ingress when it rains has always been nothing short of impressive. The result has been a breeding ground for rust.

Over the years, when I'd mentioned its increasingly gruesome appearance to mechanics, they had shrugged, assuring

me it was fine for the time-being. In truth, I should have addressed it years ago, even with anti-rust formulas, but I've never been good at putting the 'stitch in time' philosophy into action.

"Let's try Brookwells. It's a Land Rover specialist," enthuses my friend Pete. I prevaricate, explaining that the Lightweight vent panel is not a part available to buy (which I believe is true), while thinking quietly to myself that any Land Rover specialist would charge through the roof for this kind of work.

Under his insistence, we pull up on the forecourt. The woman working there is awfully nice, comes straight out to take a

**"In a depressed slump, I gaze around. There is rust to the left of me, rust to the right of me, rust below and above my feet. It is awful"**

look but admits they can't get the part, which would probably have to be custom-made. She recommends talking to a chap on a nearby industrial estate who used to do this sort of thing before moving into more lucrative metalwork ventures, including making pole-dancing equipment. "He might be able to suggest someone," she offers.

"I don't do those kind of jobs any more," says Richard, eyeing the Lightweight with interest, suggesting a metal-worker a few doors down who might be able to oblige. "Would you just take a look and give us your professional opinion?" asks Pete.

Instead of pulling a face of horror (which I've seen all too often in the motor industry when professionals draw close to the Lightweight), he peers inside with interest. He runs a strong hand

over various sections, his brain engaging with them.

"I'm busy at the moment. When would you need it done by?" Richard asks. I say I'm flexible, I can wait and could leave the Lightweight with him for a few weeks. He agrees, saying he could fit it in around other work. As he touches another piece of rust, I ask if he could also replace that. He could. I then lead him round to the driver footwell. Could he also patch this? Yes, he could. "I owned Land Rovers for years," he says with a wry smile. "Cost me thousands!"

Good old mid-Devon. My home-county is coming through for me and the Lightweight. But Richard can't take on the Lightweight just yet and there are other things to be done.

In fact, the needs of the Lightweight are currently so vast and complex, it's hard to know what to do first. I technically took over Tim the Overworked Mechanic's fruitless search for a replacement nearside petrol tank some time back but have only just managed to finally track one down, from the nicely-named online outlet Famous Four.

I phone Tim, arrange to get the new tank delivered straight to his garage and also book in for an MoT. "Isn't it tax-exempt now?" he asks. I agree that although it technically is, I've been a little lax over the paperwork. "Well, it should also be MoT-exempt, but you must check that one with the DVLA," he says.

A call to my favourite call-centre of all time – the DVLA's phone staff are always so helpful and also pleasant – confirms it. One quick document run to the Post Office is all that's needed for the Lightweight to not only officially be gloriously tax-exempt, but also (and perhaps more gloriously) MoT-exempt.

While this is definitely a boon, curbing both the annual pre-MoT panic and its subsequent associated costs, those yearly checks are useful for ensuring general roadworthiness. So, instead of the MoT, I ask Tim to lavish the Lightweight with a full, no-expense-spared service.

■ Thom Westcott is a British freelance journalist who has written for the Times and Guardian, and now mostly spends her time reporting from Libya.







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"Tracking them down has been a wonderful journey that Lew and myself have thoroughly enjoyed".

*Julian Gostling*



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**JACK DOBSON**

# Dobbo Down Under

## Please let the end be near

**H**AVE I reached saturation point when it comes to working on Land Rovers? Honestly it is beginning to feel that way. The navy blue Series IIA restoration is now complete. It took 49 days and a total of 388 hours. Now, if I were to apply a sensible hourly rate to my time, say \$100, then you are looking at nearly \$40,000. Add on a further \$12,000 in parts and consumables and it pushes the total price far beyond what many people would be prepared to pay here in Australia. Did I sell the Land Rover for \$52,000, alas, no.

I have to say, it is with great relief that the Land Rover is finished. The new owner and I drove it from Canberra to Melbourne to meet the guys at Jaunt who will ultimately be converting it to electric. From Melbourne we made our way to Adelaide. All went well until about 150km from our final destination and the battery died. Sadly, the antiquated dynamo had failed so the final leg would be on the back of a recovery truck. Thankfully the new owner was understanding but I admit I did feel disappointed that we did not make the entire trip under our own steam.

Finally with some time on my hands, I have turned attention to the other Land Rovers – the ones that actually belong to me (which is more fun than working on customer vehicles). First up was Old Girl. Her soft top had shrunk drastically over the last 12 months and it was impossible to fasten back properly. She has finally been treated to a new softtop from Exmoor Trim. Unlike her old one, this one has side windows. The increased visibility is brilliant and it has really smartened her up. As part of the refresh I have also fitted two bench seats in the rear and treated her wheels to a fresh coat of paint. I have also replaced the bonnet-mounted spare for something less than 50-years old. She looks brilliant but she does still jump out of fourth gear at motorway speeds (it is

not particularly pleasant when she does that!). I have a replacement gearbox ready for her but can I not live with it for just a little longer? Those of us with Series Land Rovers will know the pain of removing a gearbox.

No column of mine would be complete it seems without some discussion pertaining to Grandma, my V8 Series IIA. Well boy has she been keeping me busy. You may recall, the Uluru trip pretty much finished off her engine and I returned with all sorts of horrible noises. Suspecting it

**“With the hurdles she has put me through anyone would think she actually preferred being laid up and returning to nature”**

was a worn camshaft I took it to my local Land Rover specialist, The Series Workshop. Upon closer inspection they found more and more issues (including several bodes carried out by another garage). A new camshaft was not going to cut it and it seemed a replacement engine was going to be the most cost-effective approach.

A couple of weeks on and I found myself stripping down a potential candidate, a 4.2 Rover V8 that Rick Robins, one of The Series Workshop chaps, had amongst his collection. Unfortunately, much as I liked the idea of a monstrous 4.2-litre, the engine required a significant amount of work so we decided a new donor would be needed.

One phone call later and another V8 was on its way. This one was known to be low mileage and had been rebuilt previously. Removing the rocker covers and I was delighted to see no sludge whatsoever. The engine clearly has not been deprived of oil changes.

In a bid to avert an even bigger garage bill, the guys at The Series Workshop kindly agreed to let me carry out the engine change on their premises. Six days in and the new engine is installed and running beautifully (admittedly I have only edged Grandma forwards and back a metre or two). At idle, it is so quiet and smooth and I now realise just how worn out my old engine must have been. Driving Grandma is going to be a whole lot of fun and I really cannot wait to actually drive her instead of fixing her. With the hurdles she has put me through anyone would think she actually preferred being laid up and returning to nature on my dad's driveway in Cornwall.

Whilst all this Land Rover stuff has been going on, Leah and I have just bought a house and we will be moving to Queensland at the end of the year. Finding somewhere suitable for three Land Rovers has made it slightly more difficult if I am honest. When looking at property listings I found myself paying little attention to the house itself and instead being immediately drawn to the garage / parking options. Leah thinks I would have chosen a complete hovel were it to have a nice workshop. At least with our own place I will not have to worry quite so much about oil marks on the driveway. The current mission is to clean up the driveway of our rented place. It is really not looking good out there. Perhaps during the final inspection I will have to park the Land Rovers strategically to cover each blemish? I may need another Land Rover.

■ When Brit Jack Dobson emigrated to Australia in 2010 he took his passion for Land Rovers along with him.





# DUNSFOLD DIARIES

WITH PHILIP BASHALL



## THE DUNSFOLD COLLECTION

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## On the wagon

Philip recalls some of the rarer Series I station wagons

**A**SK someone to picture a Series I Land Rover, and they will probably think of a canvas-topped short-wheelbase, or perhaps a truck cab pick-up. A station wagon is not the first thing that's likely to come to mind – and yet Land Rover offered them from the very earliest days, and they sold in reasonable numbers.

You can see why station wagons are popular with collectors today – and their better halves! Less draughty than a soft-top and better-trimmed inside, they are more comfortable for making any kind of long journey; plus, of course, they are now relatively rare compared with their soft-skinned relations.

Among the rarest is what's usually called the Tickford, pictured above, although it was simply called the Station

Wagon back in the day, Tickford being the name of the coachbuilder – more properly, Salmons-Tickford – which built the bodies in Newport Pagnell. It was a Land Rover catalogued model from October 1948 until the summer of 1951, and a healthy 651 were sold; not bad for a coachbuilt vehicle. Around 40-50 are known to survive.

The one shown here belongs to Land Rover collector and all-round nice guy Nick Parr, who is a Gold Supporter on the Dunsfold Collection's Wall of Fame. We've restored several vehicles for him at Dunsfold DLR but I'm embarrassed to say that the Tickford was started in 2011 and has only just been finished – it was one of those 'as and when you can' projects and it involved a lot of outside contractors: two guys to repair the alloy panels, a carpenter to rebuild the wooden frame, specialist trimmers, chromers and so on.



The Tickford wasn't quite so pristine when found

The Tickford has had something of a chequered career since I bought it as a barn-find up in Perth, Scotland, many years ago. Like many of these vehicles, it had been used on a country estate and was pretty beaten-up, as you can see in the picture of it before restoration, above. But a bit of tinkering soon had it running and I was actually able to drive it off the trailer when I got it home, after which I used it as a run-around just as it was.

Eventually I sold it and it ended up as part of an infamous Norwegian collection that was sold at auction. By now vandalised and with smashed windows, it returned to the UK to be sold at yet





Nick Parr's 107 Station Wagon was originally fitted with a snowblower like its sister vehicle, below



another auction, which is where Nick Parr bought it. He asked me to do the restoration, something I wasn't initially keen to do since a Tickford is rather outside my comfort zone, but Nick can be very persuasive.

Having just taken the finished vehicle for a spin on what was probably the last dry and salt-free day of the year, I have to say that it's a lovely thing. Exmoor Trim deserve a shout-out for retrimming the interior, which was unique to the Tickford; the team treated it as a kind of learning project and, while they've done a great job, I don't know how enthusiastic they would be to do another!

When Land Rover stopped offering the Tickford, there was a bit of a gap until it introduced its own Solihull-built Station Wagon in late 1953 with the launch of the 86in model. Much rarer, however, and something of a cult vehicle with today's collectors is the 107in long-wheelbase Station Wagon that appeared in June 1956. With its distinctive Meccano-like rear doors, the 107 wagon lasted through to the end of Series I production because it had a unique chassis, quite different from a 107 pick-up's, and so Land Rover

never bothered to re-engineer its chassis when the 109 pick-up was introduced.

Nick Parr also owns the beautiful 107 shown at the top of this page. It was delivered new to the Ministry of Transport and Civil Aviation and fitted with a snow blower, like its sister vehicle in the black-and-white photo, above. That meant it was fitted with a secondary gearbox but, when Dunsfold DLR restored it for Nick, we all agreed that it would be better without it, so the redundant gearbox is now safely tucked away in Nick's garage. The Station Wagon is a great truck, and Nick uses it a lot.

Coincidentally, Nick's 107 was found in Cornwall, which is also where one of the two 107 Station Wagons in the Dunsfold Collection was based. Not just anywhere in Cornwall, mind you, but the Royal Duchy! I didn't know that when I bought it many years ago as a kit of parts to restore as my 'holiday car', although the registration UAC 871 suggested it had been first registered by Land Rover itself.

UAC is now owned by Dunsfold trustee Richard Beddall, and when he contacted the previous long-term owner he discovered that it had been despatched



UAC 871 was first used by the Duchy of Cornwall...



...while TBT 444 went to a Scottish country estate

new to the Duchy of Cornwall, along with sister vehicle UAC 872, for Royal duties during a visit by HM The Queen and Prince Philip in 1956. This probably explains why the vehicle is unusually fitted with four inward-facing seats in the rear compartment, rather than bench seats. It may also have a bearing on why the wheels are body-coloured but have blue centres – the previous owner still had the original wheels stored in his loft when Richard contacted him.

The other 107 Station Wagon in the Dunsfold Collection was gifted to us some years ago on condition that it was never sold on. TBT 444 is a bit of a mystery in that it was painted Export Sand by the factory – you can see the colour now showing through on the front wings, in the picture, above – but was immediately resprayed Dove Grey before delivery to an estate in Scotland, where it was used for shooting parties. The chauffeur from the estate has since been in touch to say that he still has the picnic table that was carried in the 107 for the guests. The vehicle has also been trimmed in blue leather, which is strange. Perhaps it was a cancelled export order, and a dealer snapped it up and refinished it to the estate's own requirements, hence the 'TBT' Yorkshire registration.

These Station Wagons are much like a regular pick-up to drive, although the weight of the extra glass in the taller body means they wallow a little more. UAC 871 will always have a special place in my memory because it's the first vehicle in which I found out what brake fade is like! I was coming down a mountain in Wales with a full load of passengers when I felt the brakes disappear; fortunately, I managed to get it into low-box while we were on the move. That's the drawback of having a station wagon – you can't make the excuse that there's no room for passengers!





## Third time lucky

**I**'LL start this month with a confession. In last month's column I described in some detail the problems I encountered with a Series III gearbox which was refusing to select first and second gear after having fitted various new components. I thought I had tracked the problem down to badly-machined baulk rings and a short road test seemed to confirm this: first and second still seemed rather stiff and notchy, but I put this down to all the relevant parts being brand-new and needing to bed in. So I rang the owner, arranged for him to collect the vehicle a few days hence, and got on with finishing my column.

What is the worst noise in the world? It's the sound of a vehicle being driven back into the workshop, ten minutes after you have sent it out. The owner informed me that the vehicle had travelled only a couple of miles when first and second became almost impossible to select. The 2.5 diesel is a flexible old thing which will pull happily enough from almost no revs, and he had managed to drive back using only third and fourth. I took the vehicle for a short test drive which was enough to confirm that we still had a major problem, made grovelling apologies to the owner and parked the vehicle at the back of the workshop while I tried to work out how to fit another unscheduled gearbox removal and strip-down into my hectic schedule.

I still clung to the forlorn hope that the components might bed in with use and spent nearly an hour driving up and down the yard, changing from first to second

and back. At the end of this exercise I had taken most of the skin off my left palm and the gearbox was no better than when I started. Sometimes first and second would engage with no trouble, other times they refused to go in at all. So out the gearbox came, and I soon had a workbench covered in oily bits. At this point I had absolutely no idea what might be causing the problem: all I knew was that it affected first and second gear equally badly, and all the other gears were fine.

One possibility was a problem with the interlocking plungers between the selector rails. The Series gearbox is of the 'three-rail' type, with three separate selector rails (first/second, third/fourth and reverse), each with a selector fork attached to it to slide the relevant gears in and out of engagement. The problem with this design is that it is theoretically possible to select two gears at once, which will not do the gearbox internals any good at all. To prevent this Land Rover fitted sliding plungers between the rails, engaging in notches in the rails and with a sliding pin across the centre of the middle rail. Engaging any one gear pushes the plungers across and locks the other two rails solid. It is a simple system and seldom gives trouble but I checked it anyway, in case a sticking or damaged plunger was physically preventing the first/second gear rail from moving. I could see nothing wrong.

Next up for inspection was the first/second selector hub. This has a sliding outer member which engages with the dog teeth on the gears themselves,



Mainshaft built up with temporary spacers

locking them to the mainshaft. When checking one of these hubs you have to be very careful as there are three detent plates between the inner and outer portions, each containing a strong spring and ball bearing. Move the outer member too far and – ping! – balls and springs all



over the place. The trick is to squeeze the detent plates between the baulk rings, which have square bosses on the inside face to stop them rotating too far (more than half a dog tooth either way) within the hub. These square bosses have a second function which is to keep the detent plates in place. The sliding action of the hub was absolutely faultless.

The hub and gears had come from different sources. Had one of them been machined to the wrong dimensions? Each gear slotted happily into the hub with plenty of clearance all-round and no evidence of anything catching. But as I was fiddling about with the gears and hubs I noticed something odd. As I mentioned last month, the dog teeth on the gears (and the corresponding teeth on the baulk rings) have pointed faces to help them slide into engagement. The baulk rings will guide the dog teeth into

the hub within half a tooth of correct alignment, and the gear and hub will then twist very slightly relative to each other so that the two can fully engage with minimal effort.

At least that is the theory. On these components I could feel that if the alignment was slightly out in one direction the gear and hub would readily align themselves so that they could be pushed together. Slightly out in the other direction and the two would lock solid. I fetched my most powerful magnifying glasses from the workshop, carefully studied the components and finally found the answer. The ends of the teeth on the hub outer member had been machined off-square, leaving a small protruding lip on each tooth. Very hard to see, but just enough to snag the dog teeth on the gears and prevent them from engaging.

To be sure of my diagnosis I compared

the hub with some old ones I had lying around and also with another brand-new one which I had managed to borrow. All of these had perfectly symmetrical teeth, and the gears engaged smoothly no matter how hard I tried to provoke them into baulking. The final step was to lash up a temporary spacer to hold the components onto the back half of the mainshaft, so that I could test the entire first/second assembly on the bench. With the borrowed hub fitted the gears engaged smoothly, but when I substituted the suspect hub, engagement became near-impossible. A replacement hub took a bit of tracking down, as most of those on sale were of the same manufacture as the defective one, but I found one eventually. Now all I have to do is put the gearbox back together again, which I will do as soon as I have finished writing this. Third time lucky? I do hope so.

# Dim-dip bypass

WET wintry weather always seems to bring plenty of electrical problems with old Land Rovers. The bullet connectors favoured by Solihull for many years are non-waterproof and prone to corrosion: light units can suffer from corroded contacts and extensive use of lights, wipers and heater will tend to finish off alternators and batteries that are not in the best of health. As a result, when a vehicle comes in for a service and MoT test I can usually reckon on spending a bit of time persuading all the lights, wipers and horn to work properly.

Corroded connectors and earth tags cause most of the problems. I have plenty of the black-cased bullet connector blocks on the shelf: a new connector, cleaning the bullet terminals with fine abrasive paper and a squirt of contact cleaner will fix most lighting problems in short order. The biggest problem is trying to access the electrics in the first place. Defender Station Wagons usually have the rear seat frames bolted so close to the rear light covers that they are impossible to remove without taking the seats out. At the other end of the vehicle the connectors for the front lights are tucked away behind the headlight bowl and not easy to access. You can just about get to them with your hands, but you can't then actually see anything. Older vehicles have solid-backed headlamp bowls. Taking these out will give good access to the tangle of multicoloured spaghetti behind them, but to do this you have to remove the headlight surrounds, which on most Defenders are held in place by the sidelight and indicator units. The screws for these will have rusted to shapeless blobs, and even if the light units worked before you disturbed them, they will probably have stopped working when you put everything back

together. The most likely cause of this will be a corroded connector: to fix this you will need to take the headlight bowl out again.

The old-but-good One Ten pick-up that came into the workshop a couple of weeks ago had more than its share of electrical problems. The main job on the list was a new rear crossmember: the original had done well to last 30 years but was now looking rather moth-eaten along the lower edge and, crucially, around the mounting points for the tow hitch. Rear crossmember replacement on a One Ten is physically hard and time-consuming work but not technically difficult. The fuel tank has to come out to do the job and I always worry about whether an old tank might spring a leak when disturbed. This particular vehicle had a brand-new tank, so no worries on that score.

With the vehicle restored to full structural health I turned my attention to the MoT-related electrics. A quick light check showed that I was missing both front indicators, one sidelight and one tail-light. The headlights did not always immediately extinguish when switched off, which is not a problem I had come across before. And both headlight units were cracked and would need replacing. With the headlights and bowls out of the way I decided to sort out the other problems first.

I assumed that the non-extinguishing headlights must be caused by a faulty switch. Headlights on these vehicles are wired direct through the column switches (lighting and main/dip) rather than via a relay, and the lighting switch often gives trouble in old age. I normally keep one on the shelf. The non-working sidelight turned out to be caused by something I see far too much of – a melted bulb holder. The side and indicator lights on Defenders and earlier models are cheap and nasty pieces of under-engineered

junk. The bulb is retained by two short projecting pins that engage in slots moulded into the plastic body of the light unit. The bulb gets hot, melts the plastic and the sprung contact on the end of the bulb pushes it out of the body until it is no longer making good electrical contact. The only solution is to replace the light unit with a new one, which is what I did.

The non-working indicators were both caused by corroded bullet connectors: the tail-light had furry green corrosion on the earth contact inside the bulb holder. All routine stuff and easily sorted. I plugged the bulbs for the new headlights into their holders, quickly checked that they both worked on dip and main beam, fitted the headlight bowls, headlights, surrounds and light units, checked the headlight alignment and then did one final test of sidelights and indicators to ensure I had not disturbed anything. At this point things went weird. With the sidelights on, if I switched on the left or right indicator both headlights started flashing. About the only place where there is any potential interaction between the headlight and indicator circuits is in the combined indicator/dip/horn switch on the steering column. I swapped this for a new one and it made no difference.

Faced with baffling electrical faults I find the best approach is to make a cup of tea and then sit down and study the wiring diagram. I fairly quickly identified the cause of the problem. Back in the 1980s, someone in authority decided that vehicles sold in the United Kingdom should be fitted with a 'dim-dip' system, which dimly illuminated the headlights whenever the sidelights were switched on with the engine running. Dipped beam headlights were apparently considered too bright for night driving in built-up areas with streetlights. The dim-dip requirement was eventually binned, but not before a very large number of cars and commercial vehicles had been



fitted with various UK market-only electrical trickery to comply with the regulations.

Land Rover used two different systems. Readers may remember that I had a Defender 300Tdi in a few months ago which had lost its dipped beam headlights for no obvious reason. That vehicle was fitted with the later of the two dim-dip systems, which uses a special relay to activate the dim-dip: when the relay fails it cuts the feed to the headlights. I was able to bypass the relay by cutting two wires and joining them together. The vehicle I had in my workshop now was fitted with Land Rover's earlier attempt at dim-dip, which uses system voltage and the oil pressure warning light to determine whether or not the engine is running, and feeds the headlights

via a voltage regulator to achieve the necessary dimming.

The whole lot is contained in a large finned aluminium box behind the instrument panel. On this vehicle the electronics had gone haywire. The control unit was no longer picking up the oil pressure input, and the trigger voltage for the dim-dip was somewhere very close to the system voltage with ignition on and engine not running. Switching on the sidelights still 'armed' the system as it was supposed to. When the indicators were switched on, the slight spike in system voltage every time the bulbs went out was enough to trigger the dim-dip system and illuminate the headlights, causing a voltage drop which immediately prompted the control box to switch the headlights off again. I should add that the headlights came on at full brightness, not

dimmed, so I would guess the voltage regulator inside the control box had shorted out as well.

All this explained the reluctance of the headlights to extinguish when I switched to sidelights: the switch itself was not faulty after all. The good news was that for this earlier type of dim-dip system the cure was even simpler than for the later type. I simply pulled the multi-pin plug out of its connector on the side of the control box, and all lighting functions returned to normal. A functioning dim-dip system is not, and never has been, part of the MoT test requirements, and as far as I am aware its use has never appeared in any edition of the Highway Code. It was truly a solution in search of a problem, and its absence will not be missed, as I'm sure a lot of people would agree.

## A nice simple job

AFTER a week of baffling problems I was relieved to have a nice straightforward job come into the workshop. An early Ninety with a 200Tdi conversion, in for its annual service and MoT test. I have looked after this particular vehicle since I first set up the business some 15 years ago. It has had a fair bit of work done to it over the years, with major repairs to the chassis and bulkhead about six years ago, and a new gearbox the year before last. It doesn't do many miles between its annual visits and the owner and I got on top of the usual old Land Rover maintenance backlog a long time ago, so I wasn't expecting trouble.

Of course there were a couple of electrical niggles to deal with. Depressing the brake pedal illuminated the foglight tell-tale on the dashboard and extinguished one of the tail lights. No prizes for guessing that a faulty earth connection was to blame. The reversing light only came on when it felt like it and I wondered whether that might also be an earthing fault, but it turned out that the reverse light switch in the back of the gearbox just needed screwing in half a turn. The previous year's MoT sheet had

included an advisory on corroded front brake discs, and they had deteriorated badly since then as often happens with low-mileage vehicles, so the owner asked me to fit new discs and pads this time round.

The front discs on a Ninety (and the other Land Rover products that used the front axle design from the original Range Rover) are not as easy to change as on most modern cars. The discs are bolted to the back of the hubs rather than the front, and the brake calipers are big Lockheed four-pots on solid mountings, which need to be unbolted from the swivel housing before the disc / hub assembly can be pulled off the stub axle. Those caliper bolts are the cause of most of the problems: they have 12-point heads and are done up very tight. You need to take a clean, unworn 12-point socket and tap it firmly onto the bolt head before applying a breaker bar to it. Even then there is a risk that the bolt head will round off (especially if it is badly corroded) and then you are in some trouble as the bolt heads are recessed and hard to reach.

On this vehicle the bolt heads looked fairly clean and unruined, and the first bolt on the nearside came out with no bother. I was a little surprised when I applied some pressure to the second and it sheared off flush with the mounting lug on the swivel housing. At least I could remove the caliper and hub. I then had the rather ticklish job of drilling out the remains of the broken bolt from the outside, dead central and square so as not to damage the threads in the housing. Faced with a job that has gone wrong like this it is important not to panic: be methodical, take your time and almost any problem can be overcome. In this case I very carefully drilled out the bolt,



Sheared bolt slowed the job down

starting at 3 mm and gradually opening out in 1 mm steps, until at 10.5 mm the remains of the bolt could be carefully broken out with a fine chisel.

The caliper itself was in good shape, with unruined pistons which retracted into the caliper body with very little effort. Feeling pleased at having got the job back on track I put the brakes back together with new caliper bolts and then turned my attention to the other side. The caliper on that side came off just fine, but two of the pistons were badly rusted and had pulled the dust seals and retainers away from the caliper body, so I ended up fitting new pistons and seals.

Surely nothing more could go wrong? As I was refitting the nearside front wheel I spotted what looked like a small rust hole in the front dumb iron, just behind the bumper mount. I poked it with my fingers and it turned into a large hole. The front of the chassis was full of wet mud and parts of the dumb iron were little thicker than an eggshell. I poked around the chassis a little more and found six other places where rot on the inside of the chassis had penetrated through to the outside and would need the rusty metal cutting out and replacing with good clean steel. My work schedule for the week now lay in ruins. Just another ordinary day at the Norfolk Garage.



Brake discs were definitely past their best





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# BEST USED LAND ROVERS TO BUY RIGHT NOW



It's New Year – the time when most people go shopping for Land Rovers. With so many to choose from, what should you buy and what should you avoid? LRM's experts have some helpful advice...

**T**HE British love tradition, especially in winter. December is spent shopping for Christmas, then once the festivities are over we go shopping for Land Rovers.

Anyone in the motor trade will tell you that January is the slowest time of the year for buying most cars – but not 4x4s. The threat of floods, blizzards and tree-toppling gales is enough to get folk scurrying to buy four-wheel drives. And in the UK the best-selling 4x4s are Land Rovers.

But high demand can mean higher prices, so it is important to know which are the best bargains. And which are the ones to buy? We've picked the brains of some of LRM's in-house experts for advice on what to look for, as well as which overpriced models to avoid.

Uncertainty in the economy, a mixed reaction to new models and diesel worries have had an effect on the market for used Land Rovers, but buyers are still needing 4x4s and dealers with the right cars are busy. But values of some models are softening, say the experts.

Before you start shopping, remember that well-maintained original-spec vehicles will always hold the highest prices and be the most desirable. Be prepared to haggle. But above all, enjoy your search for your ideal Land Rover.

Story: Dave Phillips and Tom Barnard

Pictures: John Colley





Series IIA: a classic that's appreciating in value

## FINANCE: Cash vs loan vs HP vs PCP

"With the interest rates low, it's cheap to borrow money now," says Mark Calzoni at Simmonites. "Or people have the money in the bank and are finding it's earning nothing. So they are treating themselves to a new vehicle."

If you are taking out some form of finance to fund all or part of the purchase, doing a little research could save you a lot of money.

A dealer might go out of their way to get your monthly payments low, but may stretch the finance over six years or even more. Will you really want to be still paying for a car in 2026?

PCPs and leasing have revolutionised the new car market and are starting to be made available on used cars too. These are more affordable as you only pay for the depreciation and the interest on the loan, rather than the total value of the car. However, bear in mind that it will never be owned by you unless you pay the balance at the end of the loan period.

You're unlikely to get these offered on older cars, so your alternatives will be HP (usually organised by the dealer) or a loan from a bank or broker. The monthly payments could actually be similar to a PCP or lease on a new car, but you will own the car at the end of the term.

Get a quote for both, and pay attention to the total amount you will pay once you have finished paying the loan off. Watch out in the small print for extra fees such as admin charges.

## SERIES III

YESTERDAY'S workhorses are today's classics. What used to be the most affordable entry point into Land Rover ownership are now being picked up by collectors. This is especially the case with Series IIs, although Dave Barker reckons there are still plenty of Series IIIs around at a sensible price that are ripe for restoration, but advises owners to keep them as original as possible.

"These are the cars everybody wants, offering everything we love about Land Rovers," agrees Alisdair Cusick. "We've now had a decade of the classic car scene hunting for them and higher prices today reflect that more people than ever are interested in all things Solihull."

But are the days of overpriced old Land Rovers

ending? Tim Hammond hopes so: "The trouble is, a lot of people got greedy. They saw other vehicles for sale for vast amounts of money and they hoped their own heaps were worth the same. They weren't. Prices had to come down because they weren't selling."

"I think the days of buying a Series III and sticking an ex-Disco Tdi engine under the bonnet are over, too. People are turning the clock back and putting the original 2.25 engines back in. The more original the car, the more it's worth."

What comes across loud and clear is that an all-original SIII is the best leaf-sprung buy, preferably with a 2.25 petrol engine because the diesel is woefully slow. Parts are still cheap and they are relatively simple to restore if you are looking for a project.

**VERDICT:** ★★★★★ "Series III is a reliable bet"





## What happens if it goes wrong?

MODERN cars are complicated. Sophisticated electronics and air suspension can strike fear into the heart of a DIY Land Rover enthusiast. Repairs are rarely less than £100 for anything, but the cost is falling as cheaper fixes are engineered.

There are still some repairs that can't be done on the cheap though, so when buying a modern Land Rover, consider what will happen if something goes disastrously wrong.

Even routine maintenance is pricey: "We get a lot of Discovery 3s which come in for an MoT and leave with a £2000 bill. And our labour rates are low! It's typically handbrakes and rear suspension," says Mark Calzoni at Simmonites.

If buying from a dealer, it's likely you will be offered a warranty to cover disasters, but they vary in quality, so check the terms of the cover.

"Some have a claim limit of £1000 which isn't going to get you anything much on a Range Rover," said Lawrence Whittaker from WarrantyWise, a serial Land Rover owner who has data on repair costs for thousands of cars.

If you're buying privately, or from a dealer with an unconvincing warranty, then consider taking out a private policy to cover repairs. Bear in mind that the company providing cover will insist on a full service history or the cover will be invalid.

We got a quote for an 86,000-mile, 2012 Discovery 4 which worked out at around £650 for a year, which might seem cheap if you're faced with an engine rebuild.

## Insurance and road tax

WE need road tax and insurance just to stay legal, but there are ways to save money on both.

Price comparison sites are a good place to start to get an idea of insurance costs, but it's also worth talking to a few specialist brokers.

"There's a limit to the information you can provide online," says Andrew Evanson of Lancaster Insurance. "Having a conversation with a broker allows you to show that you are a true enthusiast, something that insurance companies look favourably on. You can describe your car and modifications in detail, allowing them to build a tailored policy for you."

Road tax can be a shock too, because of emissions-based rates. Check the cost carefully before you buy. For example, a Range Rover registered on the March 23, 2006, will be £341 per year while an identical car registered a day later will be £570.

There is good news, though. As Land Rovers have become more emissions-efficient, the road tax has come down. A late Discovery 4 is £230 a year cheaper to tax than earlier models and a L405 Range Rover with the SDV6 engine can be taxed for just £300.



G4 spec enhances Disco 3 value



## DISCOVERY 3 / 4

THEY look good and they are probably the most versatile models Land Rover has ever produced, with a huge carrying capacity and flawless towing ability. But there is no such thing as a cheap one.

"The cost of buying a cheap Discovery 3 or 4 can bite you hard in the backside," warns Steve Miller. "If you're new to Land Rover ownership it will be enough to put you off the green oval as it quickly evaporates your bank balance."

"Buy with your head, and study the bills and service history. Look the vendor in the eye and ask if there's anything wrong with it. And if they look you in the eye and say 'no', follow your gut instinct. If in doubt, leave it out. The market is flooded with them, and like London buses, another one will be along soon. You can find Disco 3s advertised for £2500, but they're not cheap, they're expensive — the inevitable repair bills will see to that."

Discovery 4s are proving popular for Mark Smith at Woodside Garage in Bedfordshire. "Range Rover Sports are hard to shift but Discovery 4s appeal to everyone," he says. "We have people who prefer them to the new D5, others who use them as an alternative to a Defender. We keep plenty in stock, and people like the HSE spec."

Dave Barker points out that a competent home mechanic can do a lot of the repairs and servicing, but says a good diagnostic tool is essential.

**VERDICT:** ★★★★★ "A lot of bang for your buck"



**"I bought my G4 Disco 3 because it's a piece of Land Rover history: one of 100 made for the iconic G4 Challenges in 2006 and 2009"**

**Andi McGuire (G4 Owners Club secretary)**







## DISCOVERY SPORT

DISCO Sport – the replacement for the Freelander 2 – has probably been around longer than you think. The early models, with Ford diesel and petrol engines, were introduced five years ago and we are now seeing prices fall, with high-mileage examples for sale at less than £15,000.

If you are buying a diesel model, these early models are probably safer bet than the Ingenium-engined models (2016 model-year onwards) that replaced them. The problem with oil dilution on these later vehicles, caused by an awkwardly-placed diesel particulate filter, has been well documented in LRM – and the controversy rumbles on.

Either way, the pre-Ingenium models are definitely the best value as well as the safest investment. Right now they're a rarity on the off-road courses but we reckon it won't be long before they start to turn up on the greenlanes, because their off-road handling is superb and a substantial improvement on the Freelander models that preceded them.

**VERDICT:** ★★☆☆☆

**“Take care to choose the right model”**



## RANGE ROVER EVOQUE

THE Evoque has been around even longer than the Discovery Sport and next year will be celebrating its tenth anniversary – not that many Land Rover enthusiasts will be breaking out bottles of bubbly to celebrate. It is a model that has never captured our hearts, probably due to its bizarre launch, when ex-Spice Girl Victoria Beckham was credited with helping with its design.

Have attitudes softened since then? Possibly not. “I don't think many consider it a real Land Rover let alone a Range Rover,” says Dave Barker.

“It was never an enthusiasts' car. It's an image vehicle, which means the image-driven buyer will move on to other car brands and prices will continue to drop.”

Despite falling prices, many see the Evoque as mechanically sound but not a serious bearer of the green oval. The Freelander 2, with which it shares its platform, is cheaper and carries a lot more credibility within the Land Rover fraternity.

**VERDICT:** ★★☆☆☆

**“Spice of life? Probably not”**

**“As a daily drive I can't fault my Freelander 2. It's been reliable since the word go and off-road it's more than capable. Just make sure to keep on top of the service schedule”**

**James Goodwin**



Freelander 2: great and affordable all-rounder





## FREELANDER 1 / 2

FREELANDER 1 and 2 are very different vehicles – fetching very different prices – but we’ve lumped them together here because they fill the same soft-roader niche in Land Rover circles. Yes, we know they are excellent greenlaners and will handle soft and slippery surfaces as well as any other Land Rover (and better than some), but they don’t have a low box and enough ground clearance for heavy-duty off-road work.

But for those of us who don’t buy Land Rovers to go mud-plugging at weekends, both models of Freelander fit the bill nicely as affordable and reliable family cars that will take you to the places Mondeos and Golfs can’t reach.

Values for Freelander 1 (1997 - 2006) have bottomed out and you can expect to find a good one for £2000. Freelander 2 (2006 - 2015) prices start at under £4000, with £7000 finding a good 'un.

“FL2 is a super buy for a family car, and likely the least-troublesome used buy of all Land Rovers,” says Alisdair Cusick, who recommends buying the latest model you can afford, because it will boast the highest spec.

**VERDICT:** ★★★★★ “Brilliant value”





There's no such thing as a bad Defender



**"I first fell in love with the colour, then the iconic shape, followed by the purr of the Puma engine. 'Solace' is the perfect off-roader and I'm always confident she will get me through"**

**Caroline Gammon**



## DEFENDER

THE life span of the coil-sprung Land Rover utility is astonishing: starting in 1983 with the One Ten and continually evolving until production ended early in 2016. That means there are a lot of models to choose from, ranging from the agricultural upgraded Series engines to the Ford Puma TDCi, taking in Tdi, Td5 and V8 petrols along the way.

All these models are highly desirable, with prices to match. The final years of Defender production saw the veteran model elevated to cult status, and with demand came ever-higher (some would say silly) prices.

"It doesn't take long to find Defenders for sale for far more than they're worth, but for a fairly niche vehicle, there are only so many buyers out there at any one time," says Steve Miller.

"Late-model Defender prices are still way too high, but I think that will change as some Defender owners start to buy the new model. The market will then be saturated with the original model and prices will fall."

It's a sound argument – and one that's even more convincing if you factor in the fickle whims of fashion. Defender's days as a trendy must-have are surely numbered, which means those in less-than-perfect shape are going to fall by the wayside.

"The Defender market has changed," says Alisdair Cusick. "Cars now need restoring, not just cheap and readily-available axle swaps, or bulkhead patches. Some owners don't realise this."

Dave Barker reckons early Ninety and One Ten are fast attaining classic status – preferably as original as possible. "Best by far would be an original factory V8 Ninety, or a One Ten with sliding windows," he says.

"Later Tdi/Td5/Puma Defender prices are dropping as it loses the fashion icon image, but prices will continue to stay high as there will always be a demand for such a timeless icon."

The peak prices being asked for some Defenders appear to have been the first to take a hit, helped by the imminent arrival of the new Defender. "Td5 Station Wagons are still retaining their money, but later Defenders are now dropping," says Ben Digby-Clarke from The Thatched Garage. "Most people with £30,000 will want a new model."

There is certainly no slowing down in demand for good Defenders, but it looks like values will start to slide for all diesel models, as politicians increasingly wage war on what has for many years been Land Rover's main source of motive power.

**VERDICT: ★★★★★ "You can't beat a Defender"**





## NEW DEFENDER

Will you be buying one? If not, why not? The long-awaited replacement for the original Defender has finally arrived and there's no doubt that it is the most advanced and capable off-road vehicle Land Rover has ever created, but there's a hint of Marmite about it: enthusiasts either love it or hate it. There's also a clear message that many will be holding out for a year or two to see how all that new technology beds in.

It's a reluctance that's easy to understand. After all, it wouldn't be the first model to launch with a few teething problems. As Dave Barker says: "I'm sure the new Defender is a super Land Rover, and as good as the new Discovery and Range Rovers, but it will have the same mechanical complications they have."

Steve Miller agrees: "I can't imagine I'll be behind the wheel of the new Defender any time soon, although I may consider a low-mileage original if prices become more realistic. But then, I might have to wait a few more years..."

There's also that little matter of secondhand values, as Alisdair Cusick explains: "I wouldn't buy one, simply because I don't like to buy into depreciation. I already have a modern car, and my Range Rover Classic and Series I give me the Land Rover fix I want, while allowing for DIY tinkering. Crucially, they are depreciation-free."

**VERDICT:** ★★☆☆☆ "Yet to prove itself"

## Security

THE biggest threat to your Land Rover isn't rust or mechanical failure. It is the threat of being stolen.

Trackers can be great at helping to get a stolen car returned, and cheaper units can now be bought for less than £50 plus the cost of a pay-as-you-go SIM card. Professionally-fitted and insurance approved units are at least £600, but check if the car you are buying already has one fitted which you can reactivate. Many owners let the subscription lapse but the tracker company will be happy to make it live again. Ask the vendor for the details or look for paperwork in the history.

One of the cheapest ways to protect your car is to use a marking kit to make the car and its components easily identifiable. This will help the police and potential buyers identify it easily and will make the car less attractive to thieves. Kits such as SelectDNA's 4x4 kit cost £64.99 from [selectadna.co.uk](http://selectadna.co.uk). If you buy a car with any form of marking, take the time to check it matches the owner's description.



New Defender:  
will it win  
enthusiasts'  
hearts?







## RANGE ROVER L322

PRICES of the third-generation Range Rover (2002 - 12) have been in a freefall for a few years now. Depreciation on luxury cars is high because the sort of people who can afford the eye-watering prices of new ones aren't interested in buying secondhand ones.

This means they soon fall to within reach of the ordinary buyer who fancies something a bit bigger and brasher than his usual fare. But when things start to go wrong, and he realises how expensive it is to fix them, his L322 suffers. After all, you can't bodge sophisticated top-end modern motors — or can you?

Dave Barker reckons it's not as unlikely as it sounds . . .

"The L322 is fast becoming the Land Rover of choice for many as prices drop," he says. "They're great on and off-road and, yes, they can be run on a budget. There's a lot of technology, but it doesn't matter if it fails as long as you are not bothered about having working TV screens and all-round cameras, etc. Without them they are still great Land Rovers — a great drive and stylish."

Alisdair Cusick says L322s are cheap for a reason: "A good one is very hard to find. They are ramp maintenance intensive, and you can expect years of skimpy maintenance."

But he adds: "Conversely, well-maintained ones are superb, modern cars, but will take time to find. The TDV8 is the pick of the bunch, but TD6 models will do galactic mileages if the car is well-maintained."

**VERDICT:** ★★☆☆☆ "Posh enough for you?"

**"My L322 is a supremely comfortable grand touring vehicle — very important now that I'm an old man — and it's powered by a V8, the best engine ever made"**

**Frank Elson**

## RANGE ROVER CLASSIC

THERE is a fifth-generation Range Rover imminent, but for many enthusiasts none have ever come close to the original, which was in production from 1970 to 1996 and is known as the Classic. But buying one is not for the faint-hearted: early models in pristine condition can fetch £60,000 or more, while the more ordinary clapped-out rust-buckets can turn out to be very expensive to restore. Is there such a thing as an affordable Range Rover Classic?

Range Rover enthusiast Tim Hammond says: "You're unlikely nowadays to find an original Classic with a valid MoT under £4000. Classics under that money are certainly going to be needing attention. You need to spend £5000 to £10,000 to get something half reasonable, in good condition, but I'd never use the term 'rust-free' with a Classic."

Fellow owner Alisdair Cusick agrees: "You'll need to weld well to restore one. Bonnet, front inner wings, footwells, sills, rear quarters and lower tailgate will all be corroded."

"Finally, think: what work will it need; who will do it; at what cost, and where will I get the parts?"

Both agree that you should avoid LPG conversions (a sign of skimping) and recommend late models for the best bargains.

**VERDICT:** ★★☆☆☆ "Nor for the faint-hearted"





## Consumer rights

BUY from a dealer and you can trade your existing car in, arrange finance and – most importantly – have legal protection if something goes wrong. The law says that a car bought from a dealer must be of satisfactory quality, fit for purpose and as described. If it's not, you can reject it and ask for a refund in the first 30 days.

Bear in mind that they may not accept your rejection though, and you may have to fight them in court. For this reason, it's worth going with your gut and buying from a dealer who has a reputation and business they will want to protect rather than a trader who can shut down at the first hint of trouble.

Away from the dealer forecourt, you're not so well protected: "If you buy from a private seller then you're not covered by the Consumer Rights Act 2015," says Joel Combes from motor trade law experts Lawgistics. "The maxim 'caveat emptor' – let the buyer beware, applies."

This means some dealers may pose as private sellers to avoid liability. It's likely to land them in hot water, say Joel. "Masquerading as a private seller is a criminal offence and a dealer can find themselves prosecuted."

Others may try to limit their liability by putting 'Trade Sale' in advertising. "If it is not a genuine trade sale (between dealers) then the Consumer Rights Act will still apply and the attempt to restrict a buyer's rights could result in a prosecution," says Joel.



**"A late Range Rover Classic is the ultimate development of the original. It takes in the clean design of 1970 with a superbly-matched V8 driveline and modern interior"**

Alisdair Cusick



## RANGE ROVER P38

THE Cinderella of all Land Rovers, with a reputation for going wrong. Would you take one to the ball?

"Would I buy one? No," says Dave Barker. "But they are now as cheap as they can be and have replaced the Disco 1 as the vehicle of choice for the pay-and-play off-roaders and mud-pluggers. They can be run into the ground until they fail, then just scrapped."

The P38 was launched prematurely in 1994 with a host of new – and virtually untested – technology, which very soon afterwards started going wrong. Today, the remaining survivors still suffer with poor engines, electrical and air bag problems.

"Will they become classics? I don't think so, but there will always be a collectors' market for special models and those with history. Maybe it's the right time to look for that special 38A and save it now before they all go the same way. You don't know what you've got until it's gone."

**VERDICT:** ★★☆☆☆ "Always a gamble"

Range Rover Classic:  
a timeless neauty







## DISCOVERY 1 / 2

THE first two generations of Discovery have a lot in common: they were best-selling 4x4s that were truly versatile and great for towing. They also suffered terminal rust and virtually crumbled before your very eyes.

On the Discovery 1 (1989 - 1998) the steel body panels rusted, while on Disco 2 (1998 - 2004) it was the rear chassis. These fatal flaws have prematurely consigned a lot of Discos to the scrapheap, but it doesn't have to be that way. Replacement body panels on D1s are cheap and I would argue that a D2 on a replacement galvanised chassis is just about the most future-proof Land Rover you could ever own.

So long seen as engine-donor vehicles for Defenders, are old Discos now becoming more desirable? The answer is a resounding yes.

"If I wanted a project car, I'd look at a late Disco 1 or 2 V8, sold for repairs, and choose carefully with a fault I could correct," says Alisdair Cusick.

Dave Barker says original Discoverys are now as collectable as early Range Rovers, while good second-generation models are popular and fetching good prices. Powered by either Tdi/Td5 diesels or Rover V8 petrols, what is not to like?

**VERDICT:** ★★★★★

**"Rapidly attaining classic status"**



**"Since owning one, it has been the best, most reliable and versatile vehicle I've ever owned. I wouldn't swap it for the world"**

Amy Clarissa



## EX-MILITARY BARGAINS?

PETE Blanchard of P.A. Blanchard & Co deals mainly in ex-military vehicles. He says demand is still strong generally but the speculators are starting to be disappointed: "I think the bubble is slightly deflated on the classics. When I look at the auction prices there are a few cars which have failed to sell."



## Rebuild / re-chassis?

UNLESS your Land Rover has sentimental value or you are after an unusual specification, the decision to rebuild will be down to economics. Is it financially sensible?

However, if your car has given you years of faithful service then a rebuild should ensure it lasts another 20 or 30 years and it's always going to be cheaper than buying a brand new car.

"The best Discovery 2 values have risen and overtaken the depreciation on a Disco 3," says Mark Calzoni from Simmonites. "We had guy from Norway to re-chassis his D2. He was happy with his car and just didn't want the next generation."

Before you do the sums, bear in mind that it is not just the chassis you will be replacing. While the body is off it would be crazy to re-use old,

worn parts of the suspension, brakes and wiring, for example. The eventual bill is unlikely to be less than £5000, even if you do the work yourself.

Look to the long term and it might be an investment. If you intend to keep your Land Rover, a rebuild will also ensure it is one of the survivors. As other examples are scrapped over time, yours will become rarer and increase in value.



Here's a  
tricked-out D2  
ready to off-road





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# CHILD DREAM



The name's Bishop.  
Chris Bishop

Pictures: Nick Dimbleby



# HOOD

# M

*If you were a Range Rover fan in the 1980s it's likely you'll remember the opening sequence of James Bond's Octopussy for one main reason . . .  
Nick Dimbleby reports*







The perfect proportions of the original Range Rover are retained, even if the roof is missing!

**P**ICTURE the scene: the world's most famous secret agent is on his latest mission. Disguised as Colonel Luis Toro using little more than a dodgy moustache, a reversible suit and those famous eyebrows, Roger Moore has infiltrated what appears to be a Latin American airbase in order to plant a bomb. Unfortunately, having just planted said bomb, his cover is blown and he comes face to face with the real Colonel Toro. He is bundled into a military truck to face his fate.

Enter our sultry hero Bianca (played by Tina Hudson), at the wheel of a rather special Range Rover: a fully open-top convertible with side-facing rear bench seats and large front bull bar, that connoisseurs will identify as a Rapport Huntsman. As Bianca pulls alongside the truck, Bond's captors are presumably distracted by the immaculate teddy bear trim and the non-standard finisher on the windscreen, and, as their eyes are elsewhere, Bond pulls the ripcords on their parachutes with the inevitable result. 007 jumps on board the Range Rover (thank goodness for the open-top!) and makes his escape.

It's not over yet however, as – bizarrely – the airbase seems to be hosting some kind of military equestrian event, and as part of the cover, the Range Rover is towing a horsebox with a horse's tail hanging over the back. As the vehicle is moving,

Bond gets into the horsebox and unhooks the trailer (that handy open-top again), and as the trailer comes to a stop, Bianca drives off into the distance with a toot and a wave. Cue to a close-up on the horse's rear end that electronically lifts up to reveal the Bede BD5 micro-jet that Bond uses to make his escape in a sequence of close scrapes and explosions. You couldn't make it up...

When you watch that opening sequence from 37 years ago, it's hard to imagine any other vehicle fitting the bill. The filming of this classic Bond pre-title sequence took place at a disused airbase in Oxfordshire in the early 1980s, with additional footage filmed at RAF Northolt in Middlesex. Despite looking like Latin America, the whole sequence was shot no further south from Pinewood than Oxfordshire.

With such a local shoot, it's fair to assume that the open-top Range Rover/Rapport Huntsman was supplied to the film production company by Rapport itself for a bit of publicity. Rapport was a reasonably well-established conversion company with a showroom in Mayfair at the time, and it sold a fair number of Range Rover conversions back in the late 1970s and early 1980s. The Russet Brown vehicle in the film was probably a demonstrator or maybe even a customer vehicle that was lent to the film crew before going to its owner. It's amazing that it's survived to be featured on these pages well nearly 40 years later... or, er, has it?





To counter the lack of roof and offer some kind of weather resistance, the front seats are trimmed in same fabric as the rear: Ripstock canvas



The rear bench seats, metal body surround and soft-touch windscreen topper were bespoke items fabricated by the team at Bishop's Heritage





The original Range Rover on which this conversion was based was a low-mileage example from France, complete with rev counter and PYE cassette/radio



Rear lamp guards are a nice period detail



Period-correct side mirrors denote this as a VIN AA vehicle



Door cards were retrimmed – note the lack of a manual door lock for security reasons

In fact, no-one knows where the Range Rover in the film ended up (unless someone reading this knows otherwise of course), but what I can tell you is that it is definitely not the two-door open-top Range Rover that you see here – even though you might think otherwise. The vehicle on these pages is a faithful recreation, made using stills from the film as a guide and – amazingly – a 1:43rd scale model made by the Italian model makers Edicola. It's identical to the vehicle in the film apart from slightly less angled seat frames, the seat material itself and the lack of a front bull bar. The seat material was changed to more weatherproof canvas to suit the British climate, whilst fitting a bull bar was deemed a little too 1980s for this day and age.

The replica vehicle is the brainchild of Chris Bishop of Bishop's Heritage, who – like most other car-mad kids in 1983 – had the small Corgi model of the Rapport Huntsman that was made to support the film. That Corgi model survived into adulthood and sat on his desk, until 30 years on Chris decided to scratch an itch and turn childhood dream into reality. After all, it's said that the difference between men and boys is the size of their toys.

Starting with a low-mileage, period-correct 1982 left-hand drive VIN AA two-door Range Rover that Chris had sourced from France, the vehicle was brought back to Bishop's Peterborough workshops and – as would have happened with the original Rapport Huntsman conversion – was unceremoniously taken apart. Whereas Rapport would have used a factory fresh two-door Range Rover, the only option nowadays is a previously-owned example that – after 37 years – inevitably had a small bit of rust here and there. The rust was cut out, repaired and replaced, and then the team got the tin snips out to start work on the roof.

The Rapport Huntsman is quite a straightforward conversion, as it is more or less a two-door Range Rover with its roof removed. Of course, the cuts on top of the windscreen and the upper body have to be made good, and here, Bishop's Heritage made a bespoke metal cover for the upper body and a soft-touch vinyl topper for the windscreen – both manufactured to look similar to the original conversion by using the film footage as a guide.

The rear bench seats, likewise, were constructed using the





Although this Range Rover is a recreation, it is hard to tell the vehicle apart from the original Russet Brown Rapport Huntsman featured in Octopussy





The bespoke seats and upper body surround were well finished

**“The open top means the drive is like nothing I’ve experienced before in a Range Rover, and there’s no excessive wind noise or niggling draughts”**



Original Rapport Huntsman conversions often had a spare wheel installed here, but to retain a comfortable driving position, this was deleted for the recreation



Lap belts were fitted to the custom-made rear bench seats, allowing seating for eight including the driver

film for reference, although Chris decided to make the angle of the back more raked than the original and have padding on the side armrest, simply because it was more comfortable that way. There are also six lap belts (three each side) for safety’s sake. Bond wouldn’t be interested in these whilst leaping from truck to Range Rover, but today’s modern safety standards dictate that they should be there.

As for the interior, the Bishop’s Heritage Range Rover is a proper open-top, in the sense that there is no roof. At all. This makes things a little more interesting for those of us who live in a temperate climate, and to counter this, Chris commissioned Nationwide Trim to re-trim the seats in Ripstock canvas rather than the standard teddy bear trim as per the original. This makes things a little more weatherproof than standard, although any lengthy amount of time in the rain is to be avoided for the comfort of the occupants apart from anything else.

The open top means that the drive is like nothing I’ve experienced before in a Range Rover. Although it clearly is quite breezy on the move, on the warm day of the photoshoot it really was quite a pleasant place to be. There’s no excessive wind noise and there aren’t any niggling draughts that might otherwise have you cursing the lack of a roof.





Clearly, having no roof or, indeed, any type of upper body structure, means that the chassis is taking the strain when it comes to twist and yaw, and this means that there's a bit of scuttle-shake when you hit a pothole or drain on the road. It's not that bad however, and frankly I thought it was going to be a lot worse than it actually is.

Being a low-mileage original Range Rover, the vehicle is as sweet to drive as you'd expect, with smooth gearchanges from the four-speed LT95 gearbox and the 3.5-litre V8 providing a musical soundtrack as we drive down the lanes. The team at Bishop's Heritage rebuilt the original 3.5 carburetted engine, and it's a beautifully smooth drive. Provided it's not raining, the Octopussy tribute Range Rover really is a nice place to be.

Back in August, the Octopussy Range Rover recreation was sold at Classic Car Auctions for just under £60,000 to an anonymous bidder based in the UK. Although we don't know who that person was, suffice to say that they ended up with a beautiful example of Range Rover craftsmanship that's a fun and usable classic – provided that the sun is out. It's also a handy vehicle to have around if you need to escape from a bunch of machine gun wielding Latin American baddies. Horsebox, micro-jet and Bianca not included.



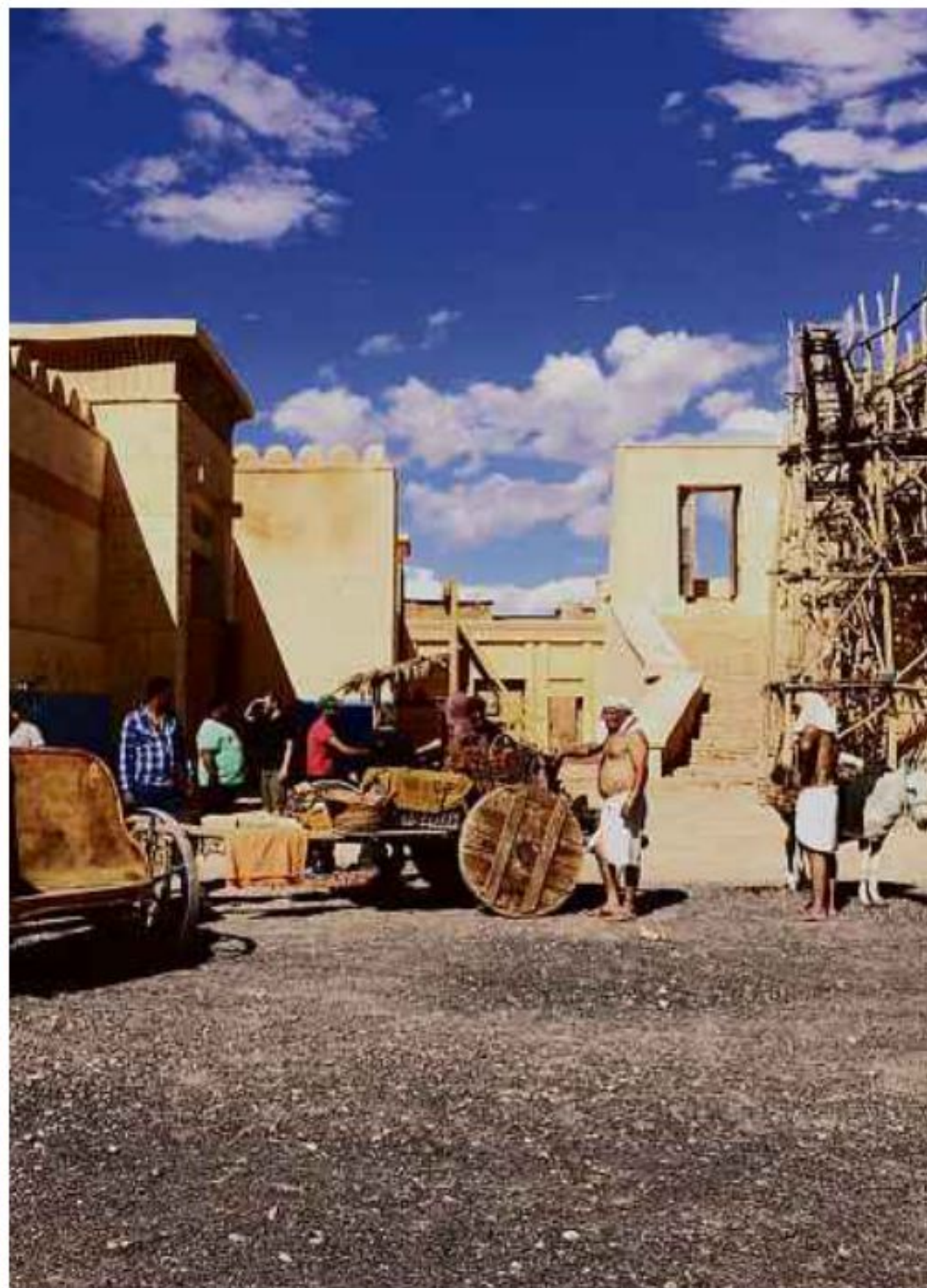
An original Rapport Huntsman sales leaflet that served as useful reference for the recreation – the window frames were deleted for the Bond car recreation





Our most recent Morocco trek started in the Blue and White city of Chefchaouen and finished in Marrakech. With Ardent Off Road we want you to experience everything Morocco has to offer, so we included a visit to Morocco's Atlas film studios in Ouarzazate which is famous for filming Gladiator, The Mummy and the James Bond film The Living DayLights, and wild camping in the incredible sand dunes outside Merzouga, with a view of the stars which was out of this world.

We spend a night wild camping in the incredible sand dunes outside Merzouga where the view of the stars is out of this world.



## EQUIPMENT

Due to the unusual weather in the Cedar Forest this trip, the Ardent team were pleased to have their camping essentials with them! These included our Oztent Rivergum Sleeping Bag, Oztent RV 2 tent and two Goanna Chairs perfect to enjoy the sunset.

<https://www.oztent.co.uk/>

*Andrew seems to have misplaced the instructions!*



# WHATS ON @ARDENT

## MEET ARDENT TEAM MEMBER



### Tony Kipling, Instructor and Tour Guide,

Tony has over 28 years experience with Land Rovers and off-road driving having trained at the Land Rover factory in Solihull and worked at Land Rover dealerships in the UK & USA. Tony tells us he intended to stay in the USA for a year but ended up stopping for 15 years! While in The states he became a certified driving instructor at the Land Rover Experience Driving School in North Carolina.

## ARDENT VEHICLE OF THE MONTH



Libby's beloved 3 door 1994 Discovery 1 makes a return to Ardent having been sold in 2015 due to company growth. Libby's love for the vehicle never faded and she's delighted to have it back in our stable! The Disco is currently been restored to her former glory before getting back into the action.

## WHAT'S HAPPENING AT ARDENT OFF ROAD

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# New Range Rover to go even further upmarket

Electric model to challenge Rolls-Royce and Bentley when it arrives in 2021

**L**AND Rover's massive product overhaul continues, and includes launching a fully-electric Range Rover and an all-new crossover model that will take the marque even further upmarket and challenge the likes of Bentley and Rolls-Royce.

The fifth-generation Range Rover, due in 2021, will be the most radical and technically advanced there has been in the model's 50-year history. It will be based on Land Rover's new Modular Longitudinal Architecture (MLA) that can

Mild-hybrid, plug-in and diesel options. Pure EV could have bespoke styling

accommodate mild-hybrid, plug-in hybrid and fully electric powertrains.

JLR has not yet revealed the pricing, but with a V8 Defender expected to cost over £100,000 it's clear that new Range Rover will be eye-wateringly expensive. Land Rover bosses are moving the Range Rover even further upmarket, due to increased competition from the likes of the Bentley Bentayga and Rolls-Royce Cullinan.

The look of the new Range Rover will play a leading role in that, as previewed by our exclusive images. Engineers have been testing prototypes for a year. The development mules







**“If Bentley and Rolls-Royce can do an SUV, why can’t Land Rover or Range Rover do a luxury car?”**

are a combination of new running gear and existing Range Rover bodyshells, but that doesn’t give much away in terms of the SUV’s new look.

The challenge Land Rover’s design director Gerry McGovern is facing is what to do with the electric Range Rover, which will launch after the standard hybrid and plug-in models, around 2022. McGovern said that his design team is taking an ‘evolutionary’ approach with the next model, but the flexibility of an electric powertrain means there are various options for how an electric Range Rover could look.

“There are two basic approaches,” McGovern told us. “There’s one that says if it’s an all-electric vehicle, it gives you the ability to free up your proportions. So you could have a more cab-forward approach. And then the question is, is that right for Land Rover?”

“Or do you just forget about what the proportion system is, and design the car round its relevance to the consumer and







optimising it in terms of what it's capable of doing in terms of its on-road/off-road abilities, in terms of its functionality, its storage, its versatility and all those things?"

New Range Rover will be built at JLR's Solihull factory, which received a £500 million investment boost last year. Fully-electric, hybrid and diesel models can be produced on the site following the cash injection.

The mechanical make-up of the electric Range Rover is still unknown, but the MLA platform allows for two electric motors to be fitted, one on each axle, for four-wheel drive. The size of the new model will also enable Land Rover to fit a battery as large as 100kWh, if desired, comfortably giving the SUV a range in excess of 300 miles.

McGovern added: "The Range Rover, whether it's electric or not, is a car that's loved the world over and it's highly differentiated from anything. Thinking about the next-generation model, would you change it just so you could say that, because it's electric, we don't really need a bonnet any more, so let's pull the cab forward and end up looking like a bus or a van? You have to be really careful how you deal with that, and if you look at the Range Rover Sport and Evoque, they've all evolved – they're evolutionary, they're not deliberately, dramatically going away from what they were before. They become more modern, they become more technically capable. We've embraced technology to enable the design to be more modern."

Another all-new model due in 2021 is the Range Rover Crossover. Like its bigger brother it will be based on the MLA platform and will be offered with full-electric, plug-in

**Controversial new RR Crossover will put on-road comfort and luxury ahead of off-road ability**

hybrid and mild-hybrid powertrains. It is believed it will be built at JLR's Castle Bromwich facility.

As you can see from our exclusive image (above), it will be the lowest and sleekest model Land Rover has ever produced. Expect to see design influences from the likes of the Range Rover Velar, with slender LED headlights, a swept-back roofline and a darkened bonnet.

Controversially, the Range Rover Crossover will mark a first for Land Rover, being a car that puts design and on-road comfort and luxury ahead of off-road ability. Speaking about the idea of such a vehicle, McGovern told us: "For me, what we've actually shown is the ability of the brand to stretch and be different. We always have been quite pioneering. Let me just put it this way: if people like Bentley and Rolls-Royce can do an SUV, why can't Land Rover or Range Rover do a luxury car?"

Land Rover's wide-ranging electrification plans won't end here. Also in the pipeline is a fleet of new plug-in hybrid models that will start with the latest Evoque. It will use a new 1.5-litre three-cylinder Ingenium engine paired with a small electric motor. The same hybrid powertrain will also be engineered for the Discovery Sport, due to arrive shortly after the Evoque in the middle of next year.

Following those models will be a plug-in hybrid version of the all-new Defender. It's expected to make use of the same powertrain found in today's Range Rover PHEV, combining a 2.0-litre four-cylinder engine with an electric motor for a battery-only range of around 30 miles.

## ELECTRIC LINE-UP: Trio of plug-in hybrids kicks off with new Evoque arriving next year



### EVOQUE PLUG-IN

Land Rover's biggest seller will use a new 1.5-litre, three-cylinder plug-in hybrid powertrain and arrives in the first half of next year. It's a first for the firm



### DISCOVERY SPORT PLUG-IN

With the heavily revamped Disco Sport moving to a new platform, Land Rover will be able to offer the SUV as a plug-in hybrid later next year



### DEFENDER 110 PLUG-IN

The Defender PHEV has been confirmed by Land Rover, but it's not expected to reach customers until the first half of 2021





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# 500bhp Defender will cost £100,000

High-performance new Defender pencilled in for 2021 launch, but it will come at an eye-watering cost

**T**HE new Defender was only revealed a few weeks ago, but LRM can exclusively reveal that Land Rover is planning a range-topping model with V8 power under its bonnet. It should be landing in showrooms within the next 18 months – with a price tag of £100,000.

A running prototype of the hot Defender already exists at Land Rover's engineering base in Gaydon, Warwickshire, but its appeal to the average enthusiast is going to be limited.

JLR's Special Vehicle Operations (SVO) division is likely to be heavily involved in the vehicle that is set to rival Mercedes-AMG's iconic 577bhp G63. It's expected to be called Defender SVR, following the lead of the Range Rover Sport SVR and Range Rover SVAutobiography cars.

Sitting under the bonnet will be a V8 coming from JLR's technical partner BMW. The companies have already confirmed they'll be working together on electric powertrains, so the news comes as no surprise.

However a deal has apparently also been agreed that will see BMW's 4.4-litre replace JLR's ageing Ford-sourced V8, which is currently made in Ford's Bridgend factory, which is set to close in 2020.

The BMW V8 is due to be rolled out across the JLR product portfolio, and will also appear in the Range Rover and Range Rover Sport models. Although the twin-turbo engine produces up to 616bhp in BMW's own X5 M SUV and M8 coupé, the same engine would be expected to produce around 500bhp in the Defender SVR, in order to keep it competitive against the Mercedes-AMG G63. Like other Defender models it will be four-wheel drive and use an eight-speed automatic gearbox as standard.

The Defender's new super-stiff aluminium-intensive platform will make tuning the chassis for a performance-focused model much easier. Standard-fit air suspension is a given for the range-topper that is likely to cost well into six figures. The new Terrain Response 2 system will probably include a track mode, too, although Land Rover engineers are insisting that the Defender SVR keeps much of the standard model's off-road ability.

As our exclusive images show, the new Defender lends itself well to a hot makeover, with large 22-inch alloy wheels sitting under extended wheelarches and reprofiled front and

**BMW-sourced 4.4-litre twin-turbo V8 for flagship model will deliver luxury and performance with a £100k price tag**



22 inch wheels, bigger arches and aggressive design touches will mark out Defender SVR

rear bumpers featuring enlarged air intakes, which will give the overall illusion that the Land Rover sits lower to the road surface.

The three-door Defender 90, set to be launched in the middle of next year, would lend itself well to the SVR treatment from an aesthetic point-of-view, but it's expected that only the longer 110 five-door car will be launched with V8 power. High-performance SUV rivals are all five-door cars, showing where the greatest demand is. Also, the additional cost of engineering 90 and 110 versions would be prohibitive.

Inside, leather sports seats will sit in a luxuriously-trimmed Defender interior. Technology will be brought to the fore, including Land Rover's 10-inch Pivo Pro infotainment system, 12-inch digital instrument panel, a head-up display and Land Rover's ClearSight Ground View to show what's immediately in front of the car.

Speaking at the launch of the Defender in September, Land Rover design chief Gerry McGovern said: "From a technology point of view, we've future-proofed it, so that it will keep going for a long time." Officially, the Defender SVR isn't on Land Rover's future model plan, but insiders say we could see the hot version of the Defender towards the end of 2021. However, McGovern also told us: "Because of [the Defender's] product orientation it gives us the ability to do more versions, and I think that's the way we'll go with it."





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# SEEING T



**A 300Tdi and a pair of Td5 Defenders plus six good friends discover the beauty of Norway and Sweden and the capabilities of their Land Rovers**



# THE LIGHT

**T**HIS Land Rover expedition had been in the planning for a couple of years, and in October 2018 I took the plunge and booked a return ferry from Harwich to Holland with the goal of travelling up through Norway, and back down through Sweden over the course of a month in my 1996 300Tdi 90. Joining me on the trip were Kate (my partner), and Sam and

Emily, in his Td5 110. Once I had posted our planned trip on Instagram, Lachlan, a fellow Instagrammer, messaged to ask if he and Hannah could tag along in her Td5 90. Now, I'd been chatting to Lachlan for a few months about all things Land Rover, and although none of us had ever met, I couldn't say no! This decision turned out to be one of the greatest that we made as they are now firm friends.

The connection between us was the draw to visiting Norway and Sweden as they have that certain kind of appeal for Land Rover exploration. Norway offers a wealth of mountains, amazing hairpin roads and epic fjords, to name but a few. Plus, it has been voted one of the greatest places in the world to take a road trip. Sweden similarly offers beautiful scenery, but has a vastness like no other, overflowing with trees, lakes and gravel roads – perfect for those on the lookout for wild camping spots to enjoy the peace and serenity this country boasts.

To enable us all to take full advantage of our trip, and travel in style and comfort, we endeavoured to modify our Land Rovers to the best of our abilities. I had been on a two-week tour of Scotland in mine, and three weeks round Italy and Switzerland in Sam's in years previous, so I had a pretty good idea of how I wanted things to work. I find that the more you travel and test things out, the easier it becomes to know what works. The most important piece of kit we all own is an expedition roof tent. To anyone who is considering buying a roof tent, I would highly recommend saving to do so. To add to this, we all had awnings of various styles, after all Norway is one of the wettest countries, and they certainly



got their use! One Instagram comment described our set-up as a “communal Land Rover camping fortress”! Furthermore, we all fitted CB radios, which worked a treat and I would also recommend doing so if you’re travelling in convoy. Inevitably travelling as a couple over such a long distance you do run out of things to chat about, so it’s nice to be able to natter with others on the go.

After months of hard work on the Land Rovers, we all welcomed the moment we finally set sail overnight, celebrating with a beer and some much-needed sleep. Once we docked, we set our satnavs for Hirtshals, Denmark, where we would board our next ferry to Kristiansand, Norway. Hitting the road at 9.00am with high spirits and laughter over the CBs spurred us on to drive the 642-mile leg, reaching our first wild camp spot, hidden up a gravel road, on the edge of darkness. Now, as you might expect, there were of course some Land Rover-related issues, which we discovered the next morning, 45 minutes prior to a ferry boarding, when Hannah’s Landy wouldn’t start due to an issue with the fuel pump. Thankfully, a quick top-up from a jerry can saw us catch the ferry just in the nick of time.

Docking at Kristiansand, on the south-eastern shoreline of Norway, we were greeted by the first of ten days of rain, but we didn’t care, we were on a road trip! Making our way up along the western coastline, our first taste of Norway did not disappoint; we dipped in and out of nice villages, through forests and to our evening destination, by the sea. There’s something great about parking up, getting your tent out, opening a beer and taking in the views, surrounded by great friends. We even took a late-night dip in the sea.

Over the next few days, we travelled up the coastal road towards Stavanger, popping into the city for a £10 beer by the harbour and that evening, we camped up by a lake with Kate being the first to test out the shower I had plumbed into the coolant system using a household boiler heat exchanger – it worked a treat! The next morning saw another ferry journey from Lauvvik to Oanes, and as we had been driving for a few days, we thought it best to stretch our legs and hike up to the famous Preikestolen, aka Pulpit Rock. The cliff rises 604 metres above Lysefjorden and provides you with a dramatic view of the fjord and surrounding mountains, which almost takes your breath away. To finish off a fantastic day, we came across Tysdal Campsite where we were able to drive onto the beach and set up camp. Initially, when we enquired about driving onto the beach, the receptionist told us that would get stuck, and perhaps thought us a little crazy, until she saw we were in Land Rovers, and then admitted that we were more than equipped!

From here, we boarded yet another ferry from Songesand



**“To travel in style and comfort we all modified our Land Rovers to the best of our abilities”**

Soaking up the views







Is it hard rock  
music he likes,  
or the terrain?



Awnings area must in rainy weather







Gravel mountain road delivered amazing scenery and hairpin bends

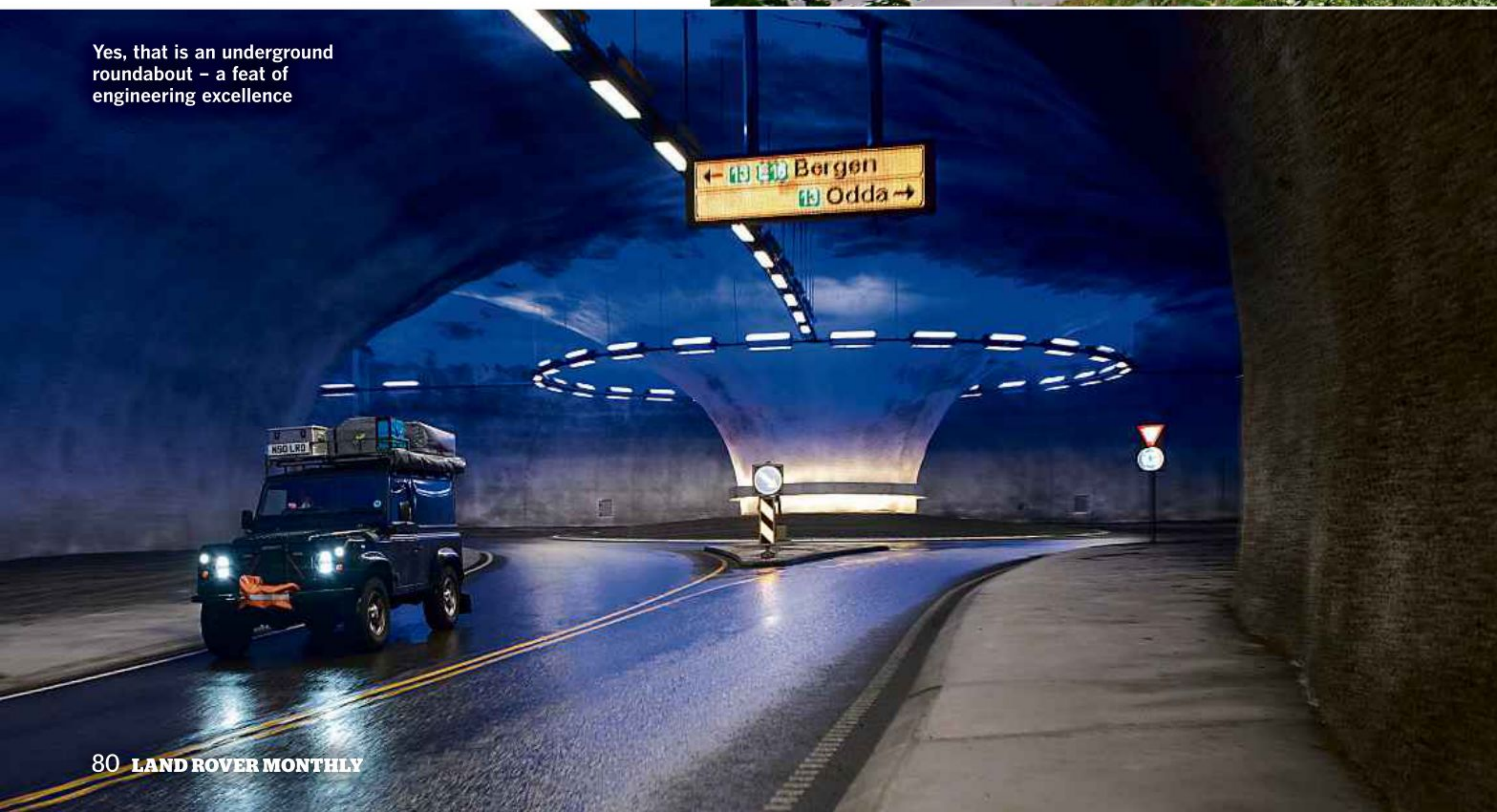
to Lysebotn, where we drove Lysevegen Road, a route which you see in photos and only dream of driving. There had been jokes amongst us as to which Defender wouldn't make it up! This popular tourist road consists of 27 hairpin bends, and every one of them offers you magnificent views. Our onward journey from here saw us travel through Valle, Latefossen and to a scenic harbour town called Odda, a great pit stop for anyone travelling this route.

The next attraction to tick off our list was the Vallavik Tunnel – I couldn't pass up the opportunity to drive an underground roundabout!. This was quite a surreal experience and the engineering is remarkable. This is certainly one of the highlights of the trip, so much so that we accidentally drove it four times, racking up a few toll charges along the way. From here, we all set out to find our evening camp spot, and in doing so, stumbled upon a gravel mountain road out the back of Ovre, Eidfjord. This road (passing through Brattsetebekken) delivered amazing views, the sharpest of hairpin bends and the feeling of emerging onto the top of the world. We couldn't quite believe we had stumbled upon such an epic route and we made the most of it by camping up here for the night.

Over the course of the next day, we headed for Bergen, where we swapped the tents for an Airbnb for the evening, enabling us to wash our clothes, dry our gear (remember it had rained everyday so far) and to celebrate Emily's birthday. Then onwards to drive another incredible road, the Sognefjellsvegen mountain road pass, the highest in Northern Europe. Using satellite maps to locate our evening camp spot, up a gravel road with a 4500ft altitude and views for miles. It was at this point where we all relished in the joy of owning a Land Rover, which enables us to drive such roads and create such fantastic memories. From here, we took only three days



Yes, that is an underground roundabout – a feat of engineering excellence





**“We were greeted by the first of ten days rain, but we didn’t care, we were on a road trip”**



to drive the route north (rescuing a bogged-down camper van early one morning along the way), stopping at Geirangerfjord, driving the famous Atlantic Ocean Road, passing through Trondheim and entering the Arctic Circle before catching our ferry from Bodo to the Lofoten Islands.

The Lofoten islands really are as incredible as everyone says they are. As the ferry approached, we were amazed by what these islands had to offer. Arriving late in the evening, we found a camp spot at Hamnøy. This village is famous for its red huts, dramatic mountain landscape and stormy sea, and, as we found out that night, a whipping wind. We spent four days exploring the islands and our experience was unforgettable; words simply cannot do it justice. You must see it for yourself.

From the village of Reine, we climbed 1566 steps up the Reinebringen route, which offered epic panoramic views of the mountains, sea and even orcas breaching the waves.

Heading north, we journeyed into Flakstad and stumbled



Shower plumbed into the coolant system using a household boiler heat exchanger





## OVERLANDING TO SCANDINAVIA

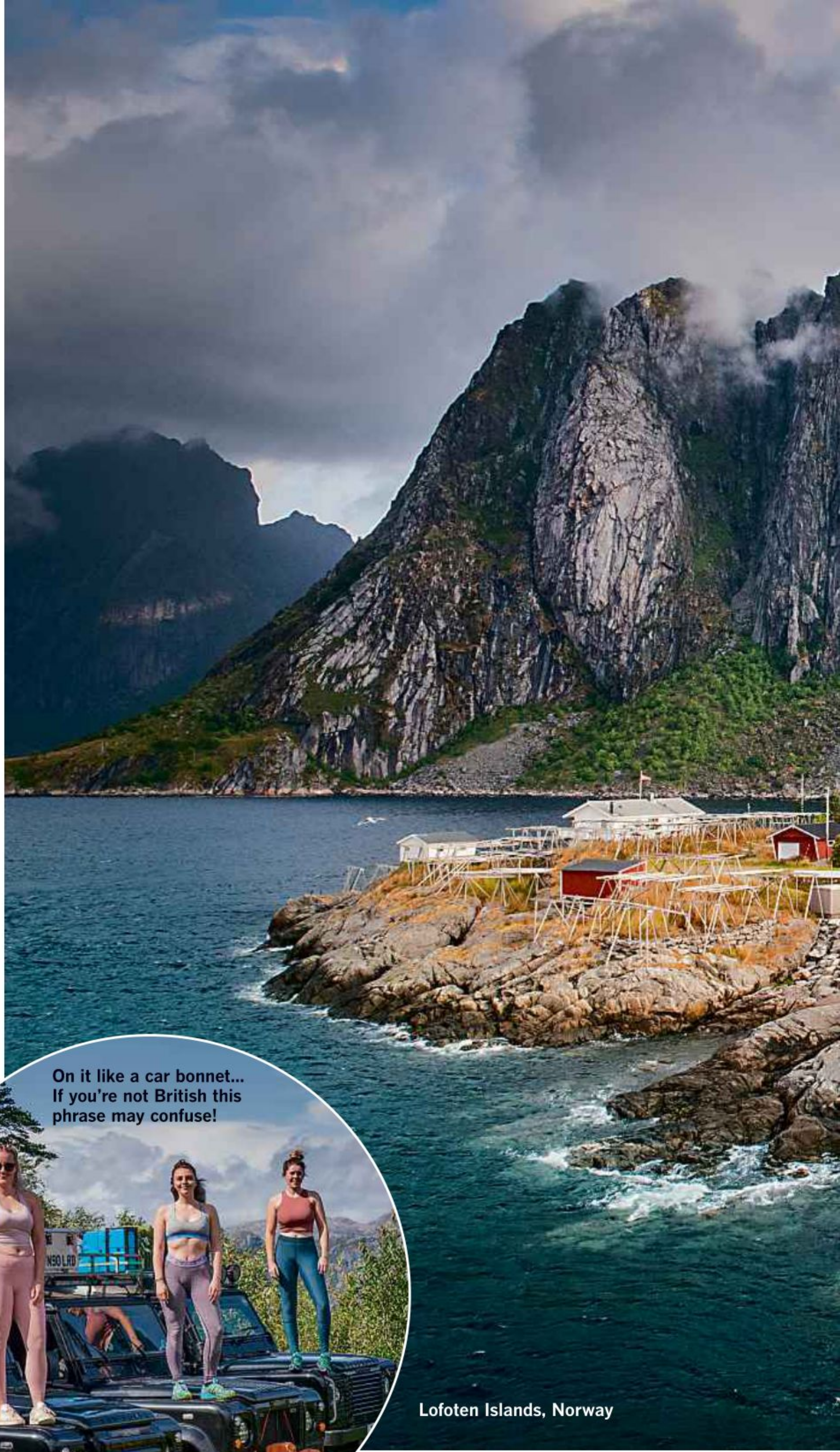
upon Lofoten Beach Camp, most definitely the highlight of the entire trip. Whilst there, we were lucky enough to enjoy two days of hot sunshine, hiking, surfing, swimming and relaxing by campfires whilst watching the sun go down. We concluded our Lofoten Islands experience by visiting Henningsvaer, before waving goodbye to Emily and Sam (who had to return home for work commitments), leaving the two 90s to journey through Sweden.

You cannot compare Sweden and Norway; they are two very contrasting countries – both offering you a different, but incredible experience. We spent ten days travelling through glorious Sweden. We began in the Abisko National Park, one of the greatest places in the world to see the Northern Lights. At this point, it was early September and darkness crept in at 10.00pm meaning that we were lucky to see them three nights on the trot. This was the sole reason why I had planned to travel at this time of the year. We then made our way south using gravel roads, encountering numerous reindeer along the way and stopping every time to try and catch a photo of the magnificent but flighty creatures.

Recommended by many, we drove the 350km Wilderness Road, the highest paved road in Sweden, which passes through the Stenjkjokk Plateau, offering mountain views all around, and only open four months of the year due to heavy snowfall. There was a remarkable weather improvement in Sweden, so we enjoyed the rest of our journey through Stromsund, Gransfors, Stockholm, Goteborg and Falkenberg, where we drove the famous Oresund Bridge to Copenhagen.

Our final few days of our Scandinavian road trip encompassed us spending a couple of days exploring the city of Copenhagen, spotting urban Land Rovers (up to this point we had seen very few on our trip), a day travelling through Germany and one travelling through the Netherlands for our ferry back to Harwich. We couldn't quite face ending the journey there, and with being so close to Peterborough on the weekend of the LRO show, we drove to the showground and spent Saturday speaking with like-minded people, trying not to spend the little money we had left and seeing what the show had to offer. The perfect way to finish our trip.

All in all, our road trip was an unforgettable experience, and one that we will all be sharing stories about for years to come. There's something quite special about being able to take your vehicle away with you and live out of it with ease and pleasure. Land Rovers are most definitely a unique and iconic vehicle, and they are so versatile with what you can equip them with. We've all been in talks about our next road trip, most likely somewhere hot in summer 2020. The dream would be to pack up and travel for months on end, and I'm almost certain that will be achievable in years to come. For now, my Land Rover remains my trusty vehicle for everyday use, with the odd day off-roading and touring up to Scotland and the Lake District. I'll leave you with one piece of advice: you don't need all the gear to have a great time, work with what you've got, throw it in the back on the Landy and get out there.




On it like a car bonnet...  
If you're not British this  
phrase may confuse!

Lofoten Islands, Norway

No expedition is  
complete without  
a roof tent







“There’s  
something special  
about being able to  
take your vehicle  
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live out of it”

### TIPS AND TRICKS

- **Total Trip Cost:** £3000 per vehicle (£1500pp)
- **Miles driven:** 5631
- **Total fuel cost:** £1275 (average £1.50/litre)
- **Total coast for ferries:** £610
- **Food:** Quite expensive, use Rema1000 to keep costs down
- **Alcohol:** Go teetotal for the duration of your trip!
- **Average campsite costs:** £28 (2 persons, tent, vehicle)
- **Wild camping:** Accepted and very easy – Park4Night is a brilliant app
- **Best wild camp spot:** Sognefjellsvegen mountain road pass
- **Best campsite:** Lofoton Beach Camp, Flakstad
- **Best road to travel:** Mountain road starting in Ovre, Eidfjord
- **Handiest piece of kit:** Lifesaver jerrycan
- **Roof tents taken:** Gordigear, Front Runner and Armadillo







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To the

# RESCUE

For those of us that enjoy the great outdoors it's reassuring to know that if things do go wrong out on the hills there's a dedicated group of people who will be coming to our aid





Story and Pictures by Craig Allen

**M**OUNTAIN Rescue Teams or MRTs comprise groups of dedicated volunteers up and down the land who give up their time to help those in distress. From the very start, the vehicle of choice for these stalwart folk has been the Land Rover; beginning with the Series I right up to the last of the line original Defenders. The familiar boxy shape of a Land Rover arriving on the scene meant the promise of rescue. With the end of production, however, these teams are now faced with a dilemma: do they keep their ageing Defenders going a few more years or look for an alternative? Many already use Japanese pick-ups as support vehicles but these lack the adaptability and ruggedness of a Land Rover. The 110, after all, will happily carry a stretcher, plus team members and all of their gear over the toughest terrain. Finding a vehicle to fill these boots is a problem. To learn more I travelled down to the Yorkshire Dales to speak to the Swaledale

Mountain Rescue Team.

I have been a visitor to this part of Yorkshire for many years and was aware of the local MRT, but the recent storms brought them more sharply into focus. For several days they appeared nightly on the evening news assisting the emergency services after flash-floods wreaked havoc. This prompted me to contact the team secretary to arrange a visit and find out more about their work. The trip would also give me a chance to get back to my Yorkshire roots and Swaledale is beautiful in its autumn colours. Approaching from the top beyond Kirby Stephen you are greeted by a classic Dales vista of stone barns, black-faced sheep and dry stone walls. This is still Land Rover country and there were plenty of working examples to be seen on the drive to the team's base at Catterick.

On arrival, the troops were sorting out their gear after a training day and team veteran Graham Brown proceeded to walk me around the twin rescue 110 Utilities. These were purchased new almost ten years ago and have been heavily







Graham retrieves some kit from one of the team's 110s

modified for their role with the team. Built on heavy-duty chassis with beefed-up suspension they are fitted with ambulance-style removable seats in the rear. The biggest modification, however, is a folding bulkhead and floor-mounted rail system to allow the carriage of the Bell stretcher. In addition, there is plenty of room for all of the rescue and medical gear in the rear stowed in colour-coded bags and hard cases to make it easy to locate. Up top is a heavy-duty Hannibal roof rack and emergency lights with a rear-mounted ladder and step for access.

A recent incident involving the Keswick team has highlighted the need for extra rollover protection and a front roll-cage is now being considered. Both Defenders are also fitted for radio with a variety of systems in use. A new digital set-up, for example, is keyed to the emergency frequencies

**“The common view with the new Defender was its air suspension and advanced tech were an issue and it didn’t have the same adaptability as the older model”**

along with an older analogue system for back-up. In addition, the team use handheld ‘air-wave’ radios, which rely on masts set up at strategic locations in the area to provide coverage. One of these masts, as I discovered, was positioned on the roof of my overnight digs at Keld that helps to cover a blackspot.

The Swaledale team had recently celebrated their 50th anniversary and have a wealth of experience of rescues of all kinds. Covering Swaledale and Wensleydale, their operational

area includes the Pennine Way and Coast-to-Coast walk as well as numerous caves and historic lead mines. Incidents can range from a lost hill walker to a stuck caver with everything in between including animal rescues. Recently the team have been improving their skills working in and around water and not just because of the floods. It seems that certain stretches of the Swale offer white-water attractive to the more adventurous paddlers who can then find themselves getting into difficulty. Meanwhile, large-scale events such as the Tour de Yorkshire and mountain bike competitions place a premium on the team’s medical skills. They are also relied on by police and emergency services to help with searches and provide first aid assistance to hard-to-reach locations. It’s all in a days work for the team, which can also call on canine assistance in the shape of their two specially trained search dogs and handlers.

With everyone together for a group shot, I decided to raise the thorny subject of the new Defender, which got some typically blunt Yorkshire responses. The common view was that its air-suspension and advanced tech were an issue while they weren’t convinced it offered the same adaptability as the older model. These are concerns held by many, of course, and users such as MRTs are going to be hard to win over to the more sophisticated design of the successor. The cost of these new Land Rovers may also limit their appeal to rescue teams reliant on charity to fund new equipment. For the moment Graham says they are going to wait and see, planning to retain their Defenders for another five years to await developments. Meanwhile, they are keeping an eye on the INEOS Grenadier, which may be just the kind of back-to-basics 4x4 they are looking for. It seems sad that Land Rover appears to be leaving this market to others but just maybe the new Defender Utility will be the vehicle to answer their needs. After all, there is a lot of brand loyalty amongst those such as the mountain rescue fraternity who have relied on the Defender as a workhorse so many years.



There is plenty of room in the back of the Defenders for rescue and medical gear all packed in colour-coded bags and hard cases



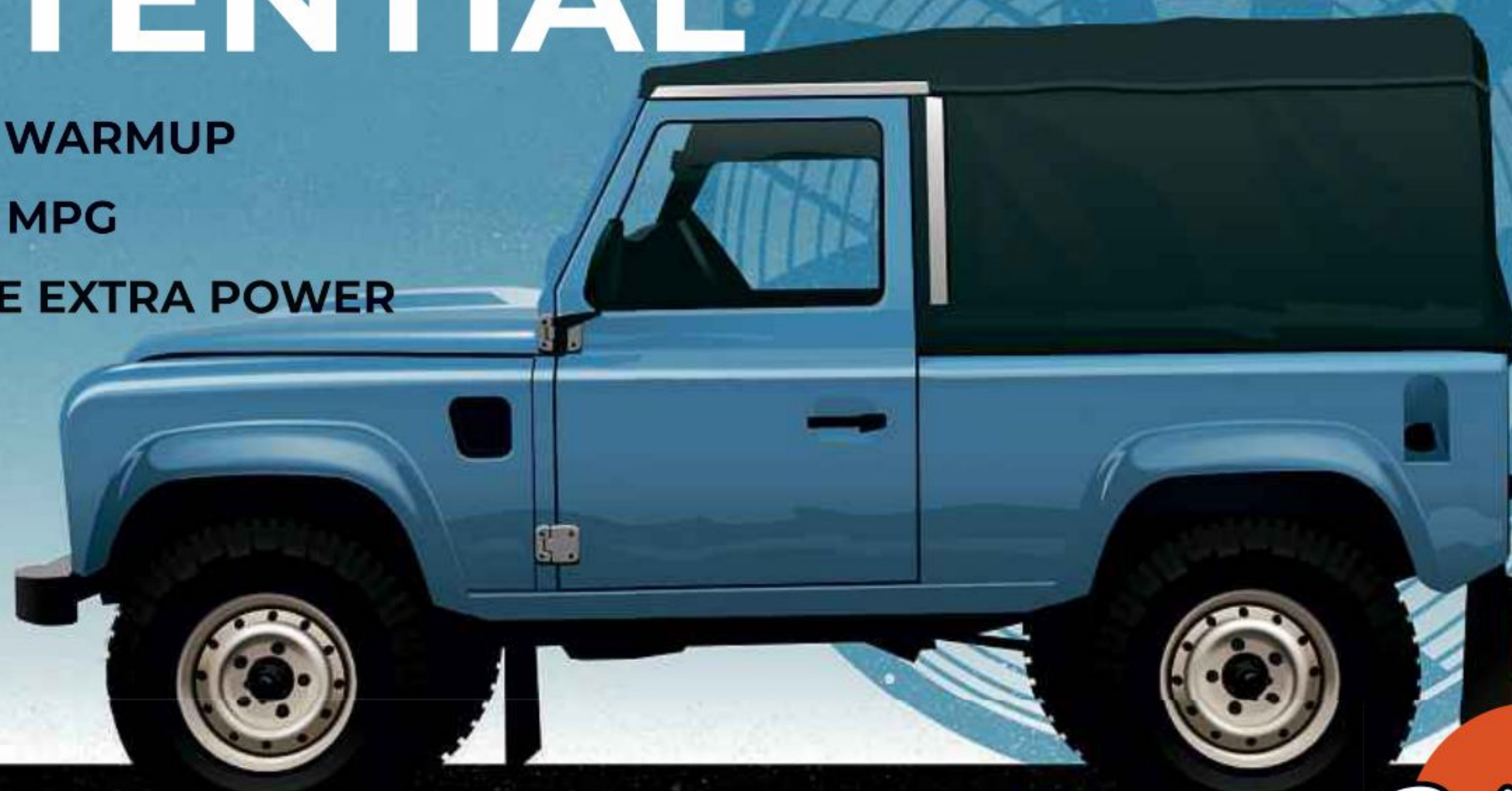


The Bell rescue stretcher which can be unfolded and carried in the specially-adapted Defenders to recover casualties over the most difficult ground



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# HIGH in the



Story and Pictures: Patrick Cruywagen



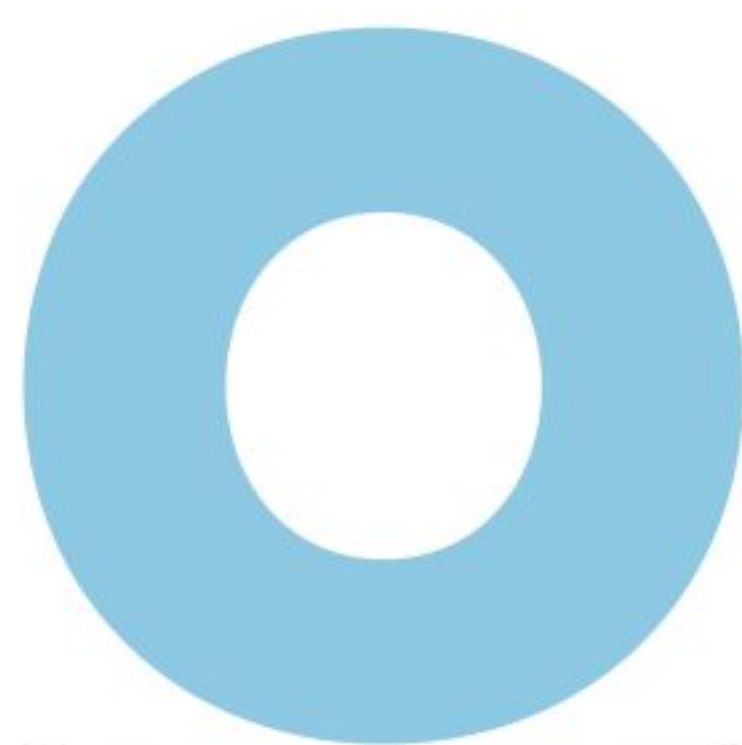
# CAMERONS

If you're a Land Rover fan  
and you find yourself in  
Malaysia, then head for  
the Cameron Highlands.  
It's where Land Rovers  
go to die

---







forestry were encouraged to procure Land Rovers as their workhorses. A situation that continued up until 2007. I only know this is because as we follow the Last Overland expedition into Malaysia's Cameron Highlands I am in local lad Vigneswaran Kartyhigesu's Defender 110. Like everyone else I just call him Vicky. He is one of the founding members of a group called the Rovernuts which we featured in last month's LRM and no one knows more about the Asian Land Rover scene than Vicky. I feel privileged to be riding shotgun with him.

For those who don't know, the 10,000-mile Last Overland Expedition from Singapore to London is a recreation in reverse of the First Overland expedition which happened way back in 1955. This story though is about the Land Rovers of Malaysia's Cameron Highlands. Vicky tells me more about their history: "After using the Land Rovers for several years the government would then auction them off and a large percentage of those were sold to the farmers here in the Cameron Highlands." These farmers would then literally drive them into the ground. As we make our way up and down the many highland hills, abandoned Land Rover spotting becomes our new favourite

The breakers yard at SVK Trading is a Land Rover experience like no other

Vicky introduces the humble Karthik to the hungry audience



game. They are literally everywhere. I am later told that because they were mainly used for agricultural and workhorse purposes they could pay a massively reduced rate of road tax. To that end a Cameron Highlands Land Rover is best recognised by the bold black CH letters painted onto the doors. Very hard to miss and if spotted outside of the highlands then a higher rate of tax would have to be paid.

Obviously there is a thriving Land Rover community here and our convoy grows 50-fold as we are joined by the Cameron Highlands Land Rover Owners who kindly give me one of their club T-shirts. We spend a night at Father's Guesthouse in Tanah Rata. The owner Gerard Richard is one of the biggest Land Rover fans in the world. He has an impressive collection including a replica Camel Trophy 110 and in the morning he takes me to see some of his older vehicles which include several Series Land Rovers. The most impressive of these is a Shoreland which was used as a riot control vehicle after independence. Gerard explains: "There are currently four of these in the Cameron Highlands and loads more in Kuala Lumpur. You will see them at police stations or at the army barracks. Some were sold off at an auction and I purchased two." I have to ask Gerard if most of the Land Rovers we have seen have standard Land Rover engines. "You must be joking. Malaysians love engine conversions and due to our geographical location you see a lot of Toyota, Nissan and Daihatsu engines in the Land Rovers here. Though some purists would never stick a Japanese engine into their Td5, 300Tdi or Puma Defender."

According to locals there used to be about 7000 Land Rovers in the Cameron Highlands. Today they say there are maybe less than half that number. What has happened to the other four thousand? Well, we are about to find out as we leave the Highlands and head for the town of Ipoh. It's a few hours away as we are on the scenic highlands route. Eventually we are off the slow, hilly roads and hit the highway. I ask Vicky about the history of Ipoh. "This place





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used to be famous for tin mining but that sector collapsed. Many people lost their jobs as a result. Today we call it the grease monkey city of Malaysia as it's full of breakers yards. Most of the mine workers moved in to mechanical jobs."

Our first and only stop in Ipoh is at SVK Trading where we are met by the reserved owner Karthik Subramanian. It's a Land Rover breakers yard like no other I have ever seen on the planet. Karthik and his team have laid on a serious lunch spread for our big group. We sit on the red plastic chairs in the main warehouse while enjoying tasty traditional Malaysian food. We are not alone and the place is full of secondhand Land Rover bits. Vicky tries to educate me a little about the history of the place. "I remember coming here several years ago and finding lots of new Series I bits. I called a friend who was restoring a Series I and asked him, 'what do you need?' Today people come from all over Malaysia, Asia and the world to find Land Rover parts. There was a time when Karthik had 400 new Series III engines. All of these were sold to a single buyer in Dubai." Crazy stuff really.



**SVK TRADING**  
Speak to Karthik Subramanian about a possible tour, visit or browse around his impressive business. See SVK Trading on Facebook or email [subrasvk@yahoo.com](mailto:subrasvk@yahoo.com).

A Malaysian banquet fit for Land Rover nuts





SVK Trading has hundreds of hard to find parts



While walking to the bathroom I pop into Karthik's office, where he has converted a Series III front into a very tidy and shiny office desk for himself. I had seen it before on social media and thought it was a Photoshop hoax, now I have seen it for myself. There are several similar desks scattered around the property. They would really sell well in the UK.

The real fun begins after lunch when we walk down the road to one of the yards. Karthik orders the guard to open the big iron gates. I cannot believe what I am seeing. Hundreds upon hundreds of old Land Rovers. All in very different states of disrepair and rust. I find an 80-inch Series I and a 101 Forward Control. Most of the vehicles are old Defenders. I climb onto the roof of one to try to appreciate the scale of the place. Over to my right is a large pile of bonnets. They must be worth a fortune which probably explains why they are nicking them off Defenders in the UK. Despite the blazing hot sun I take a slow 45-minute stroll around the yard. I try to imagine the life some of these vehicles must have led. Some have parts missing or broken bits, while others are virtually complete except for the engines and mechanical gubbins that have been removed. The scale of the place is almost overwhelming. It's also a great indicator of the history of Land Rovers in the Cameron Highlands. While just like rainforests and wildlife of the world, they too are fast disappearing, though the fine members of the Cameron Highlands Land Rover Owners are keeping it alive by keeping their Land Rovers on the road.

If you're ever in Malaysia and need a Land Rover fix, head for the Cameron Highlands. Stay at Gerard's Guesthouse and go and see Karthik's breakers yard. It will be a Land Rover experience like no other. Also ask Gerard to take you on a guided Land Rover tour of the highlands. Who knows, you might end up going home with a beautiful old Land Rover bearing the faded letters CH.

**Where we stayed:** Father's Guesthouse (Tanah Rata): Owner and nice guy Gerard Richard has a serious Land Rover collection. If visiting the Cameron Highlands to go Land Rover shopping then he is the man to speak to. Comfortable and conveniently located guesthouse. [fathersguesthouse.net](http://fathersguesthouse.net) / or call +6016 566 1111

This has to be the coolest desk ever – we want one!



Note the big black letters CH on the doors





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# Southern Delights

What made the 2019 Defender Trophy special? Patrick Cruywagen reports from the crocodile-infested Limpopo River, to find out



**I** may live in England but African blood runs through my veins. In my nearly 20 years as a 4x4 journalist I have attended over 10 Defender Trophy events: they are always held in Southern Africa and as the name suggests they are for Defenders only. Though last year Englishman Phillip Young did do it in a Toyota Land Cruiser. This was because he could not get his Defender through customs in time after shipping it over from the UK for the event!

As I exit the O.R. Tambo arrivals hall in Johannesburg I walk straight into the welcoming hot Highveld air. After a few minutes of waiting, the mother of all Defender 130s appears – it's the Front Runner demo model. It has more accessories than the most accessorised Defender in the world. Actually it might just be the most-accessorised Defender in the world. Ryno Cloete is behind the wheel. He has the best job in the world, demonstrating Front Runner products to the world's media.

I quickly realise that Ryno is one of those classy guys who just can't do enough for you. He whips out a packet of biltong (dry and spicy red meat) and places a cold drink in my hand. "Welcome home brother," he declares.

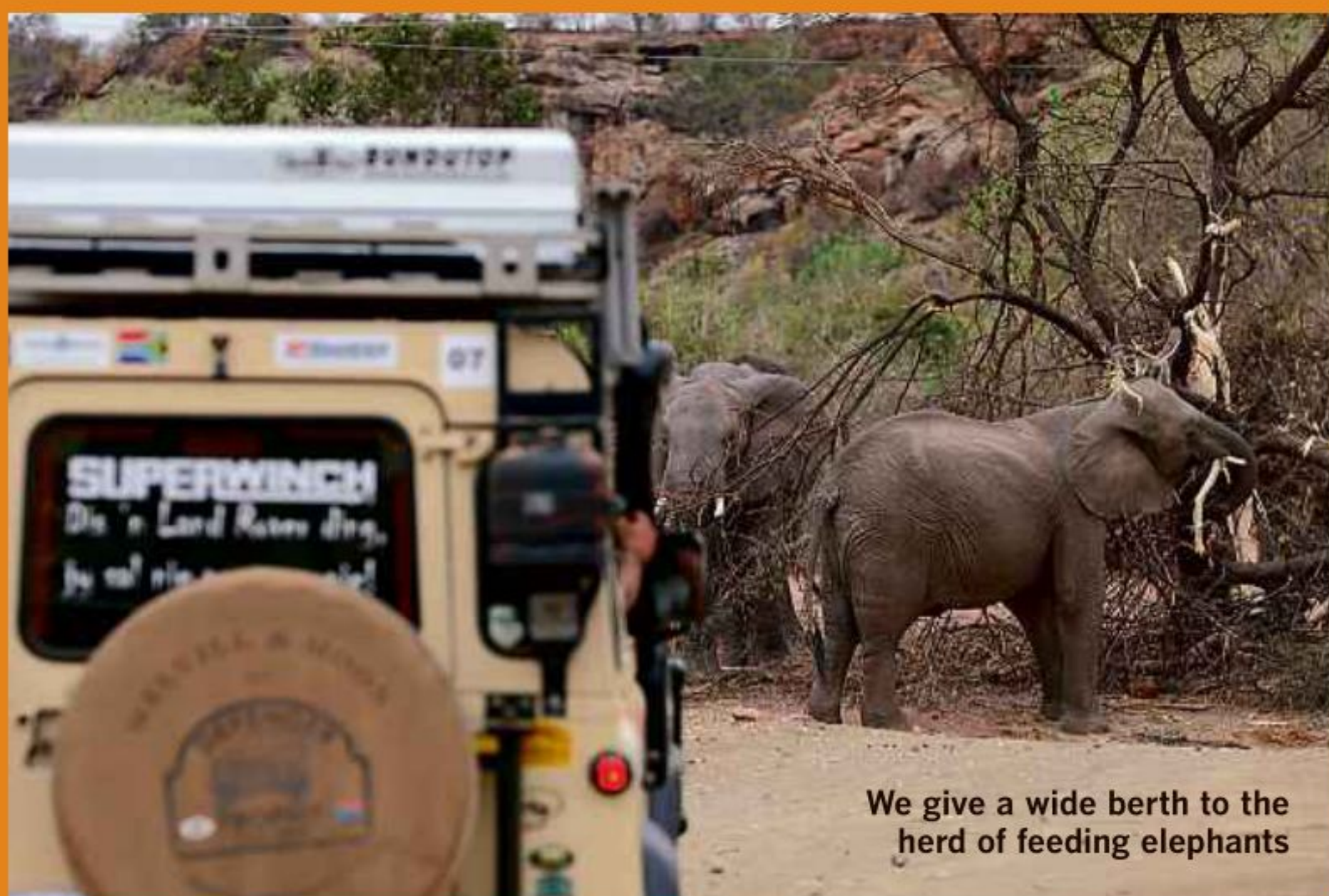
Our first stop is the Front Runner factory and world-class showroom at the nearby Kyalami. Even though it's a Saturday there are loads of (mostly) Defenders lined up and waiting to get some or other accessory added. Jaco Nel meets us at the entrance and takes us on a guided tour. The place has expanded tenfold since my last visit over a decade ago. Front Runner is one of the big South African 4x4 success stories with offices and warehouses all over the world.

**DAY 2:** Even though we only have to report for Defender Trophy duty on Monday afternoon, we head off on Sunday morning. I'm in the 130 with Ryno while two of my best

Pictures: Patrick Cruywagen







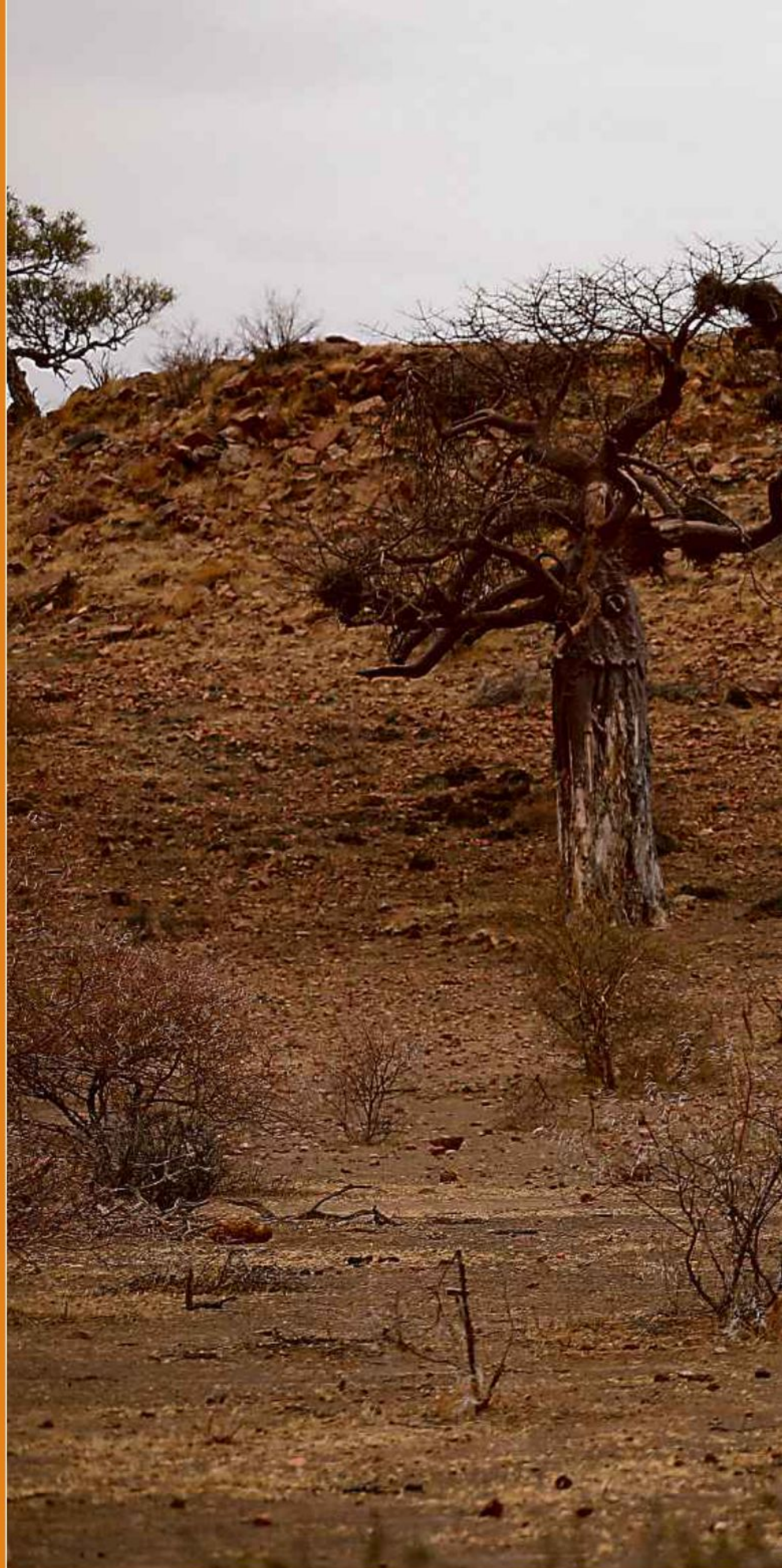
We give a wide berth to the herd of feeding elephants



The 31 Defenders make their way through a Mopani tree forest



Deflating the tyre to drive the dry river beds



mates in the world, Aldri van Jaarsveld and Lindsey Parry are in a Defender 110 Td5. Aldri has tied a big South African flag to the back of his Land Rover. He is impossible to miss.

We take the N1 toll road north in the direction of Zimbabwe. I have driven this road about a thousand times and not much has changed, except the tolls are more expensive now. We cross the Tropic of Capricorn. After about four hours we reach Polokwane, the capital of the Limpopo province. We now take the more rural R521 road towards the Limpopo River. The last town we pass through is Alldays, where we top up on ice and other essentials. It's nearly 40 degrees Celsius so ice is like gold in these parts. We swap the tar for gravel and head east along the Limpopo River.

We are now in a wildlife area and our home for the next two nights, the Ratho Bush Camp, is also a working farm. We are one of the first of the 31 competing Defenders to arrive. The main event organiser Johan Kriek warmly greets us and tells us to set up camp in a dry section of the Limpopo River. Before I can put up my Front Runner pop-up tent, Ryno passes me the first of many cold beers. The sun forms a blazing orange ball and slowly slips behind some baobab trees. A herd of impala nervously cross the river about 200 metres away from us.

It gets dark quickly and so we make a fire to cook on. Ryno





expertly cooks us some lamb chops and local sausage, also known as Boerewors. The single malt whiskey flows and the shooting stars entertain us further. I have left my head torch in my tent and so I walk the 50 or so metres from the BBQ to go fetch it. I hear a snarl behind a rock or log. It makes me nervous. I walk backwards towards the fire and tell the others: they just mock me and say that I have been in the UK too long. One of the events sponsors, Johan Fouche, grabs a searchlight and walks with me. We straight away see the yellow eyes of a lioness who is hiding behind a large log. This is not good. Johan carries on walking towards her. She jumps up and scurries away. I decide it's time for bed.

**DAY 3:** As we have a day without driving we take in some tourist activities. First up is a croc farm tour. There are around 10,000 crocodiles at the Ratho Bush Camp. Why so many? Well each year they sell 2500 croc skins to mainly Italian and Korean buyers. The average price of a skin is around US \$200. So you make the sums. It's a pretty lucrative business. The most impressive part of the tour are the large breeding crocs.

As my son is mad about crocs I buy him a real crocodile skull. Later in the afternoon we head out on a game drive with a local guide. We see impala, kudu, elephant and some nervous warthog but no sign of the lioness from last night. By

Aldri flying the South African flag

the time we get back from our drive most of the competitors have arrived and have put the event decals onto their Defenders. Despite the fact that we have so many Defenders, no two are the same.

Tonight is a slightly more civilised affair as I catch up with Defender friends that I have not seen for years. Dara King from Tuff-Trek in the UK is also here on his first Defender Trophy. He is a guest of Bundutec, the headline sponsor. There is also a Dutch family who are on their second Defender Trophy.

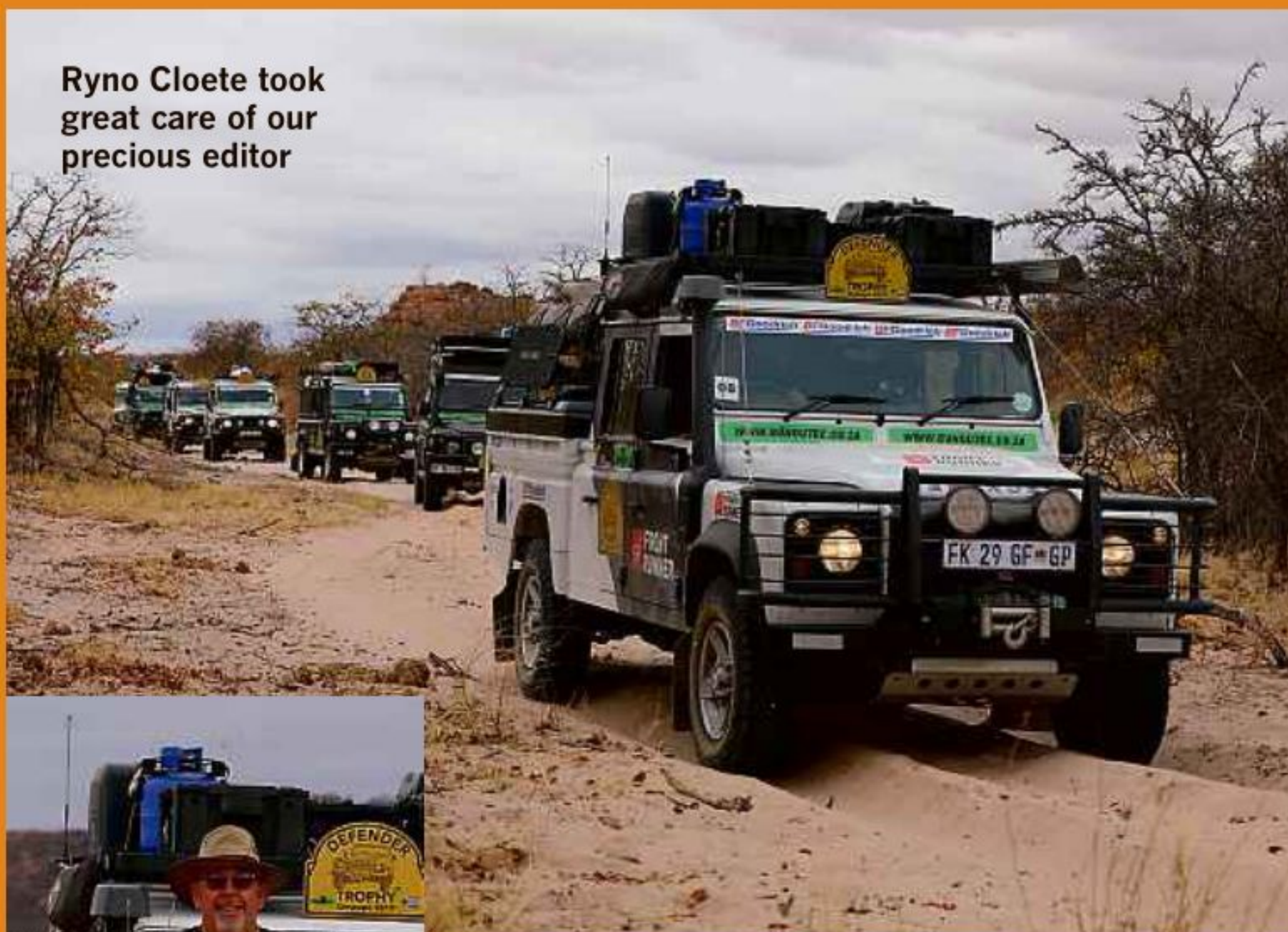
**DAY 4:** We're up at sunrise as today is the first official day of the 2019 Defender Trophy. Before leaving, Oldrich van Schalkwyk from the Endangered Wildlife Trust talks to us about the need to create wildlife corridors for the free movement of animals. He goes on to say that we are currently in an area which is home to one of the last free-roaming groups of lions in the world. I can confirm this as I saw one two nights ago. Oldrich talks for about 45 minutes and I look forward to seeing how the various wildlife authorities from the countries we will be travelling through work together to facilitate the free movement of wildlife. We head west away from Ratho Bush Camp.

Johan has obtained special permission for us to enter the Mapungubwe National Park via one of the Rangers gates. It

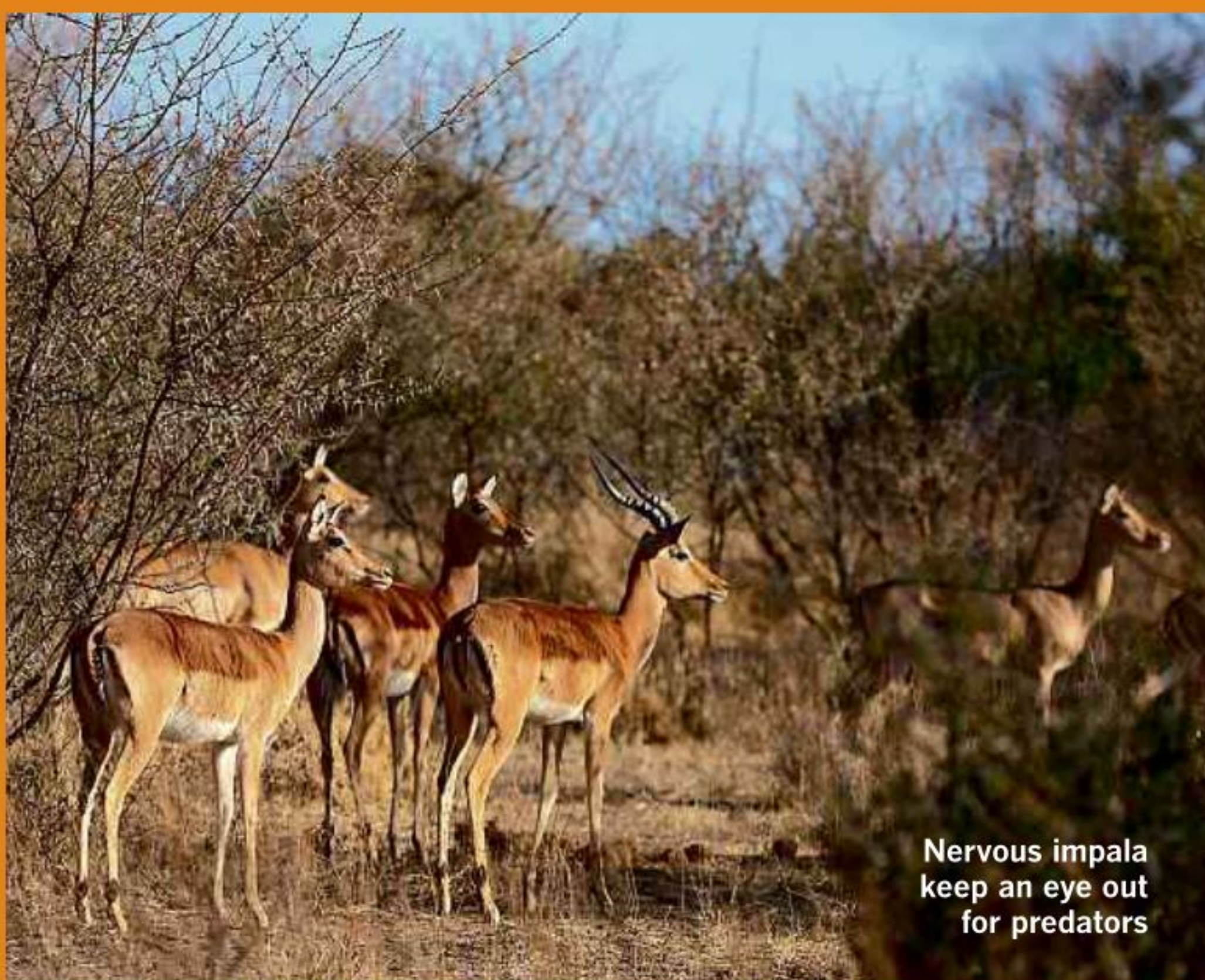




Ryno Cloete took great care of our precious editor



Now you know why crocs are called flatdogs



Nervous impala keep an eye out for predators

Nothing beats a night in a rooftop tent under African skies



is like entering the London Zoo via a private underground tunnel. We find ourselves in the less touristy eastern side of the park – Mapungubwe is best known as the former home of the Ancient African Kingdom over 700 years ago. Evidence of this active kingdom was found on the form of a golden rhino excavated here by archeologists.

We exchange the gravel tracks for the rocky trails of the Rhino Eco Trail which snakes its way through the red sandstone kopjes of the park. Ryno engages low range and our beast purrs forward in second and third gear.

Each day, teams are given a questionnaire with loads of interesting questions about the area we are driving through. These will be marked and the points tallied up to determine the eventual winner of the event.

We leave the rocky trail and join the game track that runs alongside the Limpopo River. Where there is water there are animals and we now see loads of wildlife along this section of the route including elephant, bushbuck, impala, kudu, giraffes, elephants and baboons.

While it feels as if we have had the park all to ourselves thanks to the unique 4x4 tracks we have been driving, Johan does allow for a stop at the touristy viewpoints. From where





Horse power versus  
donkey power  
equals a smile

“It’s one of the  
highlights of the  
event, giving  
back to those who  
have so little”

we are we can see the confluence of the Sashe and Limpopo Rivers. It’s one of the most magnificent views in all of the Limpopo Province, which probably explains why it feels as if everyone in the Limpopo province is here right now. As we leave the viewing area our progress is halted by a herd of elephant having a feed. As they have loads of youngsters with them we give them a wide berth.

As we near our campsite for the night we’re met by Stefan Cilliers, the senior section ranger in Mapungubwe National Park. Despite the fact that he does not drive a Land Rover, Stefan is a rather remarkable man. During the last nine years he has helped to reduce rhino poaching in his area to zero. He and his team have collected 1187 animal snares in that time and also arrested 113 suspects. Pretty incredible really. That night we once again sleep in the dry Limpopo riverbed.

**DAY 5:** We wake up to a temporary border post that has been set up by the South African authorities only a few metres from our campsite. They are from the nearby Pontdrift Border Post, which is the most northern border post between South Africa and Botswana. They efficiently stamp us out of SA, then we drive for about one kilometre in

The convoy leaves  
the croc farm and  
heads east

a westerly direction. There is a huge welcome party consisting of Zimbabwean officials from just about every government department including the secret police, of course. They take great interest in me because I am a British journalist and seem disappointed that I have pre-arranged my media accreditation from the Zimbabwe Media Commission. In fact, Nothando Moyo has come all the way from Harare, a distance of 700km, to personally issue it to me. The convoy’s paperwork takes about two hours to complete. While this is going on Nick Smart, a Defender Trophy veteran, helps to recover one of the official’s truck.

Some clever entrepreneur has been informed about our visit and he has set up a stand selling baobab juices. He even has promo girls to help with the tasting. I try some. It’s not for me. Others buy bottles by the dozens.

We make our way to the Sashi Primary school which is about a 45-minute drive away along some very dry and dusty roads. The place is currently in dire need of rain. Hundreds of school kids are waiting for us. Nick has raised about £400 for the school after selling some cloth Defender Trophy badges. Everyone else is carrying much-needed equipment for the school. Brett Ellis has made a special wooden box full





of sporting equipment for the kids. The whole village comes to see what the fuss is about. It's definitely one of the highlights of the event, giving back to those who have so little yet still have big smiles on their faces.

We have lunch at a nearby Hunters Lodge and then take a trip to what remains of an old fort. The entourage of officials is still with us and explains the history of the area to us. They are very friendly and kind towards us.

Then it's time to deflate tyres again as we drive up the dry Sashe River for 25km. Botswana is now to our left. The only people we see during this sandy slog are some fishermen and herdsman. Our original plan was to camp where the Sashe and Tuli meet but the wind is too strong and we are exposed. So we instead camp in sheltered spot a kilometre or two away. Our day in Zim has been long but memorable.

**DAY 6:** After packing up camp, which takes us about an hour, there is a driver's briefing and then we arrange all the Defenders in a line abreast for a drone shot as they continue up the dry riverbed. After about 15km we arrive at the small Mlambapele border post. Time to clock out of Zimbabwe and into Botswana at the Mabolwe border post. By now we are running low on beer and so we make our way to the village of Semolale, where we top up on St Louis, Botswana's finest and only beer.

From here we head south towards the Tuli Block and enter the Northern Tuli Game Reserve. Suddenly we start to see more and more signs of wildlife – elephant dung, damaged trees and tracks everywhere. Once we enter the Mashatu Game Reserve we find the animals. There are elephants, giraffe or impala around every turn. As we head back into the

Much-needed equipment is well-received



dry riverbanks we have to stop to deflate tyres again. Some try to advance without deflating and get stuck, of course. Just as the sun starts to set we reach the confluence of the Sashe and Limpopo Rivers.

My final night on the Defender Trophy is spent camping where not only three countries meet, but also where wildlife can roam free across international borders. The way it should be, without having to worry about being poached or shot for the pot. That night the BBQ fires burn long into the night and Defender war stories are exchanged. These are my people and some of my best mates. Like me they love Defenders and wilderness areas. It's why I keep on coming back.

**FINAL DAY:** Unfortunately I cannot hang around for the last day and prize giving as I have to get back to the UK for the LRM off-road driving days. It takes us the best part of a day to cross the Botswana border back into SA and then make our way back to the O.R. Tambo Airport. I make my flight with minutes to spare. When I wake up the next morning, the first thing I see are the dull early morning lights of London as we touch down. The sands of the Sashe River are still in my boots. My wish is that more people from around the world get to experience Africa and the Defender Trophy. It's better than the real deal.

**FLIGHTS:** I paid £700 for a return flight on SAA. BA also fly to O.R. Tambo International Airport.

**VISAS:** British and Irish citizens do not need a visa for South Africa. However British citizens will need a visa if going into Zimbabwe. This can be obtained at the border post for a fee of US\$50. So do bring along some US dollars.

**What happens when you land in South Africa?** The Defender Trophy event organisers will meet you at the airport with your fully-kitted hire Defender. All you have to bring is a toothbrush and some sunblock. And clothes too. They will take care of the rest. This includes: fuel, food, equipment, toll fees, event entry and camping fees. This is all included in your

daily Defender hire rate. The Defender 110 can take up to two people but there is a 130 for small families.

Best of all, they won't feed you beans on toast: brace yourself for proper South African hospitality and cooking. You will put on weight. All you have to worry about is the driving, beautiful settings and wildlife experiences. If you would like a safari add-on to the trip or a few days in Cape Town then this too can be arranged.

**Book now for 2020:** Want to do the 2020 Defender Trophy or something similar in Classic Land Rovers? See [defendertrophy.com](http://defendertrophy.com) or email Johan Kriek on [admin@defendertrophy.com](mailto:admin@defendertrophy.com).







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# Sheppard of t

Tom Sheppard has made exploring the Sahara his life's work, although he also managed to squeeze in 24 years in the RAF, latterly as a test pilot. This is his story...

STORY: GARY PUSEY PICTURES: TOM SHEPPARD



**N**OT many of us are lucky enough to spend our lives doing the things that truly inspired our childhood enthusiasms, but with dogged determination Tom Sheppard is one of the fortunate few who have made it happen. I'm joining him on his 86th birthday to talk specifically about one of those interests – 4x4 desert exploration – but I'm also looking forward to hearing from him about the other one – his career in the RAF.

Tom was born in eastern India in what is now Bangladesh, where his father was a tea planter. "It was 1946 and I was 12 years old," he remembers, "and we were travelling back to the UK. My parents had spent 25 years in India and we were taking the train from Calcutta to Bombay, or should I say from Kolkata to Mumbai as they are now known, to sail on the 'Empress of Scotland' to Liverpool. As dawn broke, our train was making its stately way through the deserts of Rajasthan, and I remember the desolate beauty of the landscape and the amazing quality of the light. The memory has never left me, and I think this is where my love of the desert began."

Tom's other childhood interest was aeroplanes and flying, and his first solo flight was at the age of 16. "I learned to fly with the Air Training Corps while I was still at school in

RAF Driffield, 1955, and Tom completes his first jet solo in a Meteor Mk4



Bristol and my first solo was in 1951," he says. "I flew a Tiger Moth from Bristol to Exeter and back, but I'd decided before then that I wanted to join the RAF and that's finally what I managed to do, after two attempts! After graduating from the RAF College at Cranwell I qualified to fly fast jets which in those days meant things like the Hawker Hunter, and I was posted to 208 Squadron, the second Hunter squadron to be formed and the first to be posted overseas, to RAF Nicosia in Cyprus. That was where I had my first real experience of Land Rovers. The RAF had plenty of Series Is and I was very impressed with their amazing workaday versatility.

"In 1959 I was posted to Farnborough to train for a year as a test pilot. While I was there I hitched a ride as a supernumerary pilot on a four-engined Beverley transport aircraft between RAF El-Adem, just south of Tobruk in Libya, and Khartoum and on to Aden. It was during this flight, as we were crossing the south-western corner of Egypt, that my boyhood attraction to the desert was rekindled."

We can do no better than quote from Tom's delightful book, *Quiet for a Tuesday*, to really appreciate just how inspired he was: 'Ahead, as the great aircraft droned on, the first scything cut of the sun on the horizon skimmed rays of pale



# he Sands

## LAND ROVER LEGENDS

27



**SQUADRON LEADER  
TOM SHEPPARD MBE**



The 1973 recce expedition used Tom's Velar, a 109 and a Bedford RL to compare performance and payload

light across the desert, colour emerging from the thin grey haze. Below us, Uweinat's gaunt rocks cast mile-long shadows over the sand; a small line of dunes down to our right showed slip faces to the sun, scalloped shadow backing each bright crescent. The Sahara in all its vast majesty; serene, awesome, beautiful... It was like witnessing the birth of the world'.

While he was at El-Adem, Tom had met the RAF Desert Rescue team and talked himself onto one of their training exercises that was heading to broadly the same area he'd witnessed from the flight deck of the Beverley, with the twin objectives of crossing the Calanscio Sand Sea and trying to locate the remains of three Blenheims that went down, lost and out of fuel, east of Kufra during WW2. Sadly, all the crew members died. "We got to Uweinat and back in the gaggle of half a dozen Series Is and I learned a great deal," recalls Tom, "although it was mostly about what not to do when driving in the desert. I was astonished to discover that no-one had a tyre pressure gauge, so deflating the tyres to cross soft sand was a hit-and-miss affair, and more often than not we missed. A lot of time was spent digging the vehicles out! But we did find the remains of one of the Blenheim bombers."

After completing his training at the Empire Test Pilots School, Tom was posted to Farnborough as a qualified test pilot. "I spent six years there, flying everything from jets like



Wreck of WW2 Liberator 'Lady Be Good' in the Libyan desert. The crew bailed out

the Hunter and Canberra, the four-engined Avro Shackleton that had been developed from the Lincoln, which itself was largely based on the Lancaster, and the Blackburn Beverley transport aircraft. The Beverley was an ungainly-looking aeroplane but incredibly manoeuvrable. You could chuck it around like a Tiger Moth!

"I had a few interesting moments during my time at





Farnborough, including two total brake failures on fast-moving machinery. One was on a Supermarine Scimitar, which was a carrier-borne naval strike fighter. I was testing one with sawn-off wings with which we were researching 'runway friction'. No brakes meant not much friction! But nothing was as memorable as having a main undercarriage wheel drop down while flying a Hunter at 600 knots. The hydraulics and power controls blew and the aircraft was heading for Mother Earth. Ejecting at that speed would not have been a good idea but I managed to pull the aircraft out of the dive. I landed on just two wheels but I survived, which is more than I can say for the poor old Hunter!

"To be honest I was never kept particularly busy at Farnborough. I always said that I was 'over-trained and under-employed', but I soon discovered the attractions of nearby Long Valley where I could take my recently-acquired Series II 88-inch off-roading as often as I liked, before and after work. I also had a James trials motorcycle. I'd owned a rather nice 1936 Rolls-Royce 25/30 but I traded it in for the Series II. My brother wasn't a fan of either the Rolls or the Land Rover, and commented 'once a truck driver, always a truck driver' which I thought was a bit harsh. In many ways these off-roading activities were the best bit of my time at Farnborough, and eventually I started competing in Land Rover Owners' Club trials around Aldershot, at places like Tunnel Hill and Weavers Down.

"It was while at Farnborough that I came up with the idea for what became known as the RAF Trans-Sahara Expedition, which was a north-south crossing of the Sahara down to south of Lake Chad, in Cameroon. I put the idea to my boss at Farnborough and he was totally supportive and decided to come along as well. We managed to borrow three Series II Land Rovers from the RAF Regiment and got some sponsorship from Michelin who provided their then-new XS tyres. We loaded the Land Rovers and a Matchless 350 motorcycle onto an RAF Beverley, which helpfully flew us to Gibraltar from where we took a ferry to Tangiers. The whole thing was done under the auspices of a very handy RAF scheme called 'Expedition Training'."

"I remember that we stopped at Béni



Officer Commanding, RAF Sharjah

Hunter after two-wheel landing following hydraulic and control failure at low altitude



**"Nothing was as memorable as having a main undercarriage wheel drop down while flying a Hunter at 600 knots. The hydraulics and power controls blew and the aircraft was heading for Mother Earth"**

Abbès in Algeria on our way south, where we were royally entertained by the officers of the French Foreign Legion unit stationed at the fort there. A great deal of Cognac was consumed in the interest of the Entente Cordiale, despite it being the middle of the day. We covered a total of 4500 miles but when we got to Lake Chad we found the area very badly flooded with no obvious way through, and my Wing Commander

decided to call it a day. We finally got to Kano in Nigeria and took a commercial flight home from there. By then I was strapped-up with bandages and plasters, having broken my collarbone when a kamikaze dog intercepted the Matchless.

"Once back at Farnborough it wasn't long before I was pining for my next expedition. I still owned my Series II and in 1962 I planned and executed another expedition with a colleague from Farnborough, Sqn Ldr Jimmy Aitken. We managed to get the Land Rover air-lifted on a training flight to Tripoli and drove from there to Jalu, across the sand sea to Tobruk, before returning to Tripoli, a total of some 2400 miles."

After the completion of his second tour at Farnborough, Tom was promoted to Squadron Leader and posted to the Defence Services Staff College at Wellington in India. This was followed by a posting to RAF Sharjah in what is now the United Arab Emirates, as base commander. "The airfield at Sharjah had been developed in the early 1930s as a stopover and refuelling base for the Imperial Airways empire routes to India. When I was there it was still an important refuelling base for RAF aircraft heading out to the Far East, and we also had a detachment of Hunters and some resident Twin Pioneers. At that time this corner of south-eastern Arabia was a British Protectorate known as the Trucial States but in 1968 Harold Wilson's Labour government decided to withdraw British troops from the area and end the Protectorate. The region eventually re-emerged in the early 1970s as the United Arab Emirates.

"A good friend, Mac, had been posted to RAF Salalah in what is now Oman, which was not too far away from Sharjah, so we decided to take up our postings by driving out in my Series II. I'm surprised to this day that we managed to get everything into the Land Rover. Two of us and all the luggage for our postings, including our smart 'embassy kit', plus everything we needed for a lengthy journey across the desert.



1970: Oman-Bahrain route involved scary, unpredictable salt marsh along the Gulf coast. Sometime driveable, sometimes terminally not!



The 1973 recce expedition in the Mauretanian Empty Quarter. Range Rover won the agility contest but failed on payload capability



We managed to get the vehicle and ourselves loaded onto an RAF Hastings and were flown to Libya, from where we drove from Tobruk to Cairo and Suez, and got on a cargo ship sailing from there to Jeddah. We were put on as deck cargo, and that was not just the Series II but us as well! At Port Sudan we were joined on deck by around 3000 sheep which spent the rest of the voyage eating everything they could get their teeth into!

"From Jeddah on the Red Sea we headed east right across Saudi Arabia to the Gulf and then south of Qatar. In those days there was no road or defined route through the dunes or the later sea-flooded coast known as sebkha, a frighteningly unpredictable salt crust that could leave you bogged and sinking till further notice. We were supposed to be met by a unit of the Trucial Oman Scouts who would guide us across these flood plains but they failed to arrive so we had to continue as best we could on our own. We had some issues with the Series II that we had to deal with, including a rear main bearing oil seal and a slipping clutch for good measure. But we arrived safe and well and once again, a Land Rover had seen us through, albeit rather limping. We covered 3600 miles."

Tom's posting at Sharjah ended in 1965 and another Gulf posting followed, before the inevitable tour at the MoD in London beckoned. Tom was assigned to the MoD's Operational Requirements Branch working on new aircraft procurement. "The job turned out to be pretty undemanding," says Tom, "and the daily commute from Uxbridge to Central London was not what I joined the Royal Air Force for."

But it was while he was at the MoD that an expedition came to fruition that he had been planning for many years, in fact since his time at Farnborough, and the one for which he is arguably best known among Land Rover enthusiasts. This was the 1975 West-East Crossing of the Sahara, the first time the desert had been traversed from the Atlantic Ocean to the Red Sea. Tom had originally planned to use the Series II 109-inch Forward Control for this expedition but, with hindsight, he is rather pleased that he didn't! The delay was caused by a spell in hospital during which part of one of his lungs was removed due to suspected cancer, which fortunately proved



Series II 109 short on power and tail heavy. 101 eventually chosen for the 1975 expedition

to be an incorrect diagnosis. By the time he had recovered, Land Rover had completed the development of the V8-powered 101-inch Forward Control.

In 1973 he led a recce for the planned West-East crossing, covering 1700 miles across the Mauretanian Empty Quarter using a Bedford RL truck, a long-wheelbase Series II and pre-production Range Rover YVB 173H, which Tom had bought directly from Land Rover at Solihull in December 1971.

Again under the auspices of the Joint Services Expedition Training Programme, the West-East expedition finally got under way in 1975, greatly helped by Land Rover's decision to provide four early production 101s. The preparations for the West-East expedition also introduced Tom to Land Rover's Roger Crathorne, who remembers it well. "The 101s were the first four vehicles off the production line," Roger says. "I was working on the development of the vehicle and did a lot of work on the steering to make the handling better, including an anti-roll bar and a topple bar, and we also incorporated a lot of modifications that Tom had requested on the expedition vehicles."



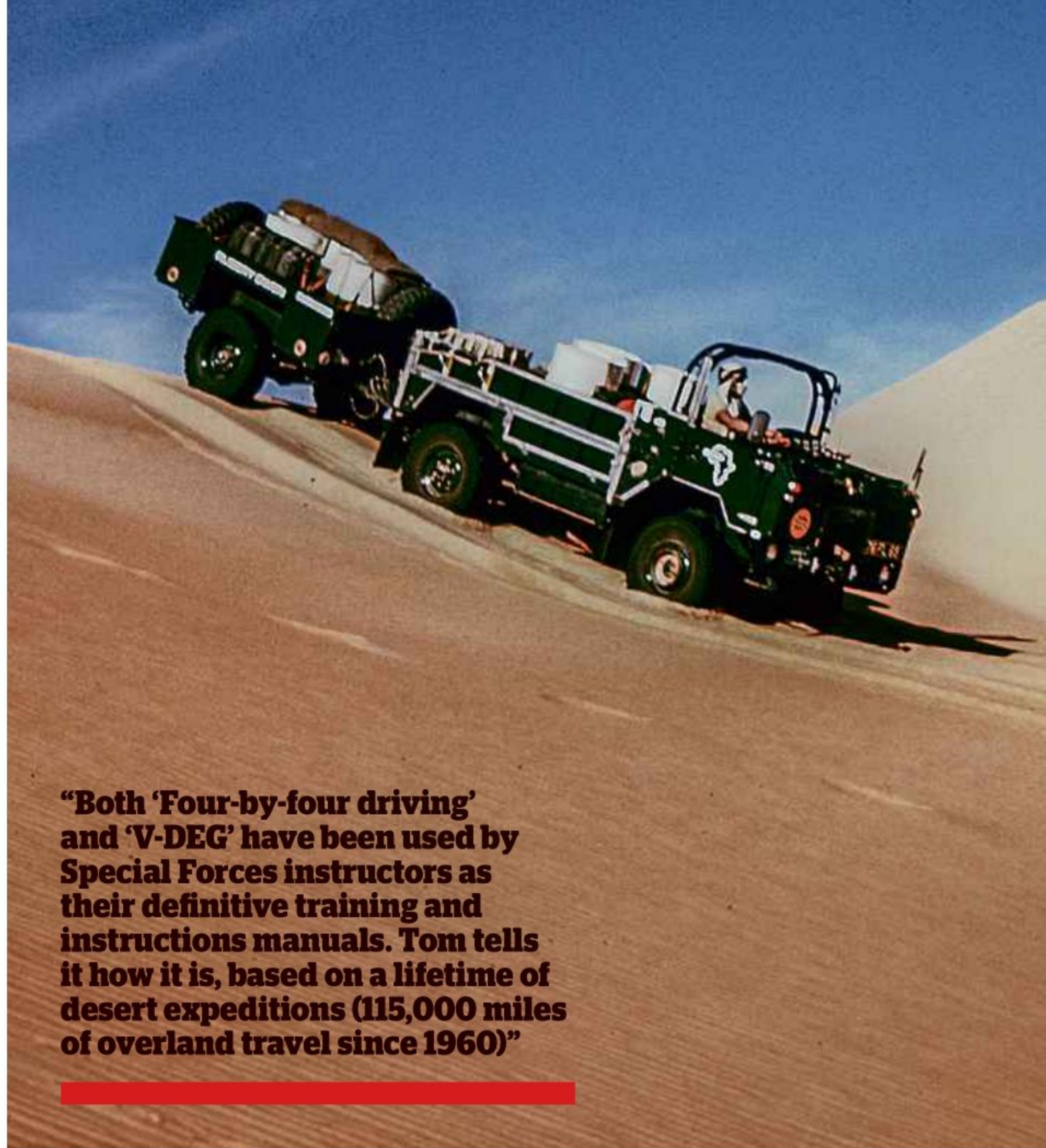
The expedition was the first lateral crossing and gravity survey of the Sahara, and Tom led the eight-man crew. The 101s acquitted themselves well despite the prodigious fuel consumption and the trials and tribulations of the powered Rubery-Owen trailers. "There being no room or payload for a film crew and their extravagant paraphernalia," says Tom, "so the expedition was filmed for TV by Geoff Renner, the expedition geophysicist, and myself." The Royal Geographical Society awarded Tom its Ness Medal in 1976.

When Tom and the team arrived at Cairo at the end of the expedition and he kept an appointment to meet the British Air Attaché, he was handed a signal from RAF headquarters telling him that his services were no longer required and his RAF career was over, after 24 years. The post-expedition celebrations were thus somewhat muted. "I can't say that I was particularly surprised at the news in view of how soul-destroying I had found the MoD posting and how outspoken I had been about it," says Tom. "But the important thing was that I got to complete the expedition report before I had to leave the air force. And it was speaking about the expedition on the BBC that led directly to the next chapter in my life. The programme was seen by the chief engineer at Vauxhall and he asked me to join them as their 4x4 consultant. I had a lot of fun at Vauxhall and worked on some interesting projects, including creating a pick-up from a cut-and-shut Bedford CF van, and equipping it with four-wheel drive and a viscous coupling. It was presented at GM's Detroit HQ but they decided there wasn't a market for a pick-up!"

After two years at Vauxhall Tom left in 1978 and that was the year of his first solo desert expedition, a 4900-mile journey from Dakar back to the UK including 900 miles of off-tracks from Tombouctou to Reggan, using his pre-production Range Rover towing a trailer loaded with 17 jerrycans of fuel. An additional 43-gallon fuel tank replaced the rear seats in the Range Rover, but despite this huge fuel load the fear of running out of petrol was a constant concern.

"I suffered some unwelcome mechanical challenges along the way," muses Tom. "The in-line Bendix electric fuel pump packed up and I had to fit the only spare I carried, but this was nothing compared with what happened next. The steering felt increasingly odd and initially I put this down to the deep ruts I was following that had been made by large trucks. But when I stopped to check I found both front wheels pointing inwards at an angle of more than 20 degrees, and a broken track-rod. I was over 200 miles from the nearest workshop, so it was time for the extensive DIY toolkit to earn its contribution to the payload. I cut off various bits of metal from the trailer and with these made a splint. Four hours of hot work later and I had a repair that I hoped would get me to Bamako. It did, but by then I had a leaking clutch master cylinder to contend with as well.

"Amazingly, a replacement track-rod was available at Bamako and an intensive bout of bush mechanics soon had the clutch problem sorted, courtesy of some Renault parts that I managed to make fit. I took on 652 litres of petrol and five cans of water, and set off for Tombouctou, 895 miles distant. The rest of the journey was marked by innumerable boggings, sand-ladder recoveries, an episode using the Range Rover's Fairey capstan winch, and moments of real concern



**"Both 'Four-by-four driving' and 'V-DEG' have been used by Special Forces instructors as their definitive training and instructions manuals. Tom tells it how it is, based on a lifetime of desert expeditions (115,000 miles of overland travel since 1960)"**

1975 West-East Sahara crossing; torquey V8 of the 101 and 9.00/16 Michelin XS tyres were major factors in expedition's success

1978 Dakar-Tombouctou-Reggan solo and pre-GPS was Tom's hairiest expedition

such as the vast area of needle-edged rocks that I encountered that would, I was sure, shred all six of my rather inadequate tyres. The 900 miles from Tombouctou to Reggan over a no-tracks route were more demanding and stressful than anything before or since, but the expedition was a success."

The Range Rover had by then been significantly modified to suit Tom's needs. The roof was removed and replaced with a tonneau cover, allowing him to use his specially-made one-off, translucent version of the WW2 Coles sun compass to navigate his way across the Sahara, backed-up by theodolite star shots and dead-reckoning. He had also remodelled the front end to incorporate rectangular headlights and an egg-box style grille, although it's unlikely that many would consider this to have enhanced the appearance of the Range Rover...

"Making this expedition on my own was as much as anything dictated by the limited payload after the requisite fuel, water and reserves had been taken on board. I am probably a bit of a loner and a solo journey was not a problem for me. In fact I enjoyed it. I didn't have to feel guilty about taking the time to thoroughly sort the off-tracks navigation and make the necessary decisions on my own."

In 1979 he joined British Aerospace, working in the Civil Aircraft Division on projects including the ground-breaking BAE 146 short-haul regional airliner launched in 1983. "I was with BAE until 1991 and they proved to be a very understanding employer, allowing me plenty of time to continue my expedition activity. During my 12 years at BAE I made almost yearly returns to the desert, including four solo motorcycle expeditions in the Sahara totalling some 15,000 miles; two expeditions into the central Sahara around Tamanrasset in a 110 that was also my first use of satellite navigation technology, and another 110-based expedition to the southern Sahara in 1990 that was my first use of an electronic compass and GPS."

Roger Crathorne remembers that he arranged loan vehicles for Tom to use on some of these expeditions, and one year he came with them to the 4x4 show at Val-d'Isère. He soon realised that Tom was a master of detail and his written words were second to none. "I first asked him to write the 'Land Rover Experience' book which was to be the bible for LRE instructors, and then he produced the brochure called 'Fragile Earth' which demonstrated the company's







Powered Rubery-Owen trailers gave serious trouble and became dead-weight normal trailers before long



commitment to the environment.

"Land Rover's booklet on expedition planning had first been produced in the 1960s and was very out-of-date," says Roger, "so I asked Tom to write the definitive book that would be the company's guide to expeditions. We eventually published the first edition of the 'Vehicle Dependent Expedition Guide' in 1998 but getting the necessary internal approvals for updates and reprints proved to be difficult, so Tom set up his own publishing company and has been issuing updated versions ever since."

Tom set up Desert Winds Publishing in 1992 and continues to publish the 'Vehicle Dependent Expedition Guide' (known by all as V-DEG), now in Edition 4.1. In the meantime, 'The Land Rover Experience' morphed through various versions into 'Four-by-four driving' and is about to be released in its fifth edition. For a few years now both this book, the next edition of which will incorporate the New Defender, and V-DEG have been used by Special Forces instructors in both the UK and the US as their definitive training and instruction manuals. Tom tells it how it is, based on a lifetime of desert expeditions using many different vehicles (115,000 miles of overland travel since 1960) and if a particular vehicle has shortcomings then he will say so. I for one look forward to reading what he has to say about Land Rover's new baby. His other books are well worth a read as well, and *Quiet for a Tuesday* brings to life his expeditions in the Sahara and also his fascination and love for the desert.

Tom has always done his own expedition photography and obviously on his solo expeditions this was the only option. He is an accomplished photographer and this was recognised in 1985 when he was made an Associate of the Royal Photographic Society.

Since leaving BAE in 1991 he has completed many more expeditions, including a 5200-mile jaunt around southern Africa in a Defender 90 300Tdi and a solo journey of 6000 miles in a Defender 90 that took him to the four corners of Libya. Although he is an ardent admirer of Solihull's finest, he has also used a Mercedes G-Wagen for several of his most recent expeditions, including six journeys in the Algerian Sahara that together totalled 23,000 miles.

"It all went pear-shaped in 2006 when the paranoid Algerians discovered I had, wait for it, maps!" he says with a smile. "Clearly, I had to be a spy! The folks in the green eye-

101s meet traditional desert transportation in the Sudan

*You can find out more about Tom Sheppard's books and order them exclusively here at [desertwinds.co.uk](http://desertwinds.co.uk)*

shades in the secret basements in Algiers wouldn't give me another visa for ten years, but finally in 2016 and at the age of 83, after ten years of determined pleading and planning, I managed to get the necessary clearance and left the UK in a Jeep Renegade heading for the southern Sahara, but it all screwed-up for the usual Algerian reasons.

"The most recent trips in the G-Wagen were bliss," he says, "despite endlessly dodging the nannying Algerian gendarmerie and threat of 'escorts'. Six solo trips, all well away from tracks, meant the years between 2001 and 2006 were in many ways the golden years for me. But with the changing geo-political climate and the ever-present security threats, I suspect the days of further Saharan exploration are some way off, if not over."

Today, Tom still owns that Jeep Renegade and he has a high opinion of its capabilities. As for the New Defender, he's enthused and optimistic but won't be drawn on it, preferring to reserve his judgement until he's experienced it first-hand. But like many of us he is concerned about the level of on-board technology. Nevertheless, I wonder if there might be one final Saharan expedition for him, in the New Defender. I'd join him like a shot.



Tom and Roger Crathorne reunited with lead 101 from the 1975 West-East Sahara expedition, Gaydon 2012



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| CTJ3000QLB  | Quick Lift           | 3     | £86.99  | £104.39 |
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| CTJ3000G    | Pro Garage           | 3     | £99.98  | £119.98 |
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Left: Wheels off and steam-cleaning the mud from the 110's underside



# Dinitrol your Defender

Broad Lane Land Rovers give Patrick's Defender 110 some Dinitrol love

Story and Pictures by Patrick Cruywagen

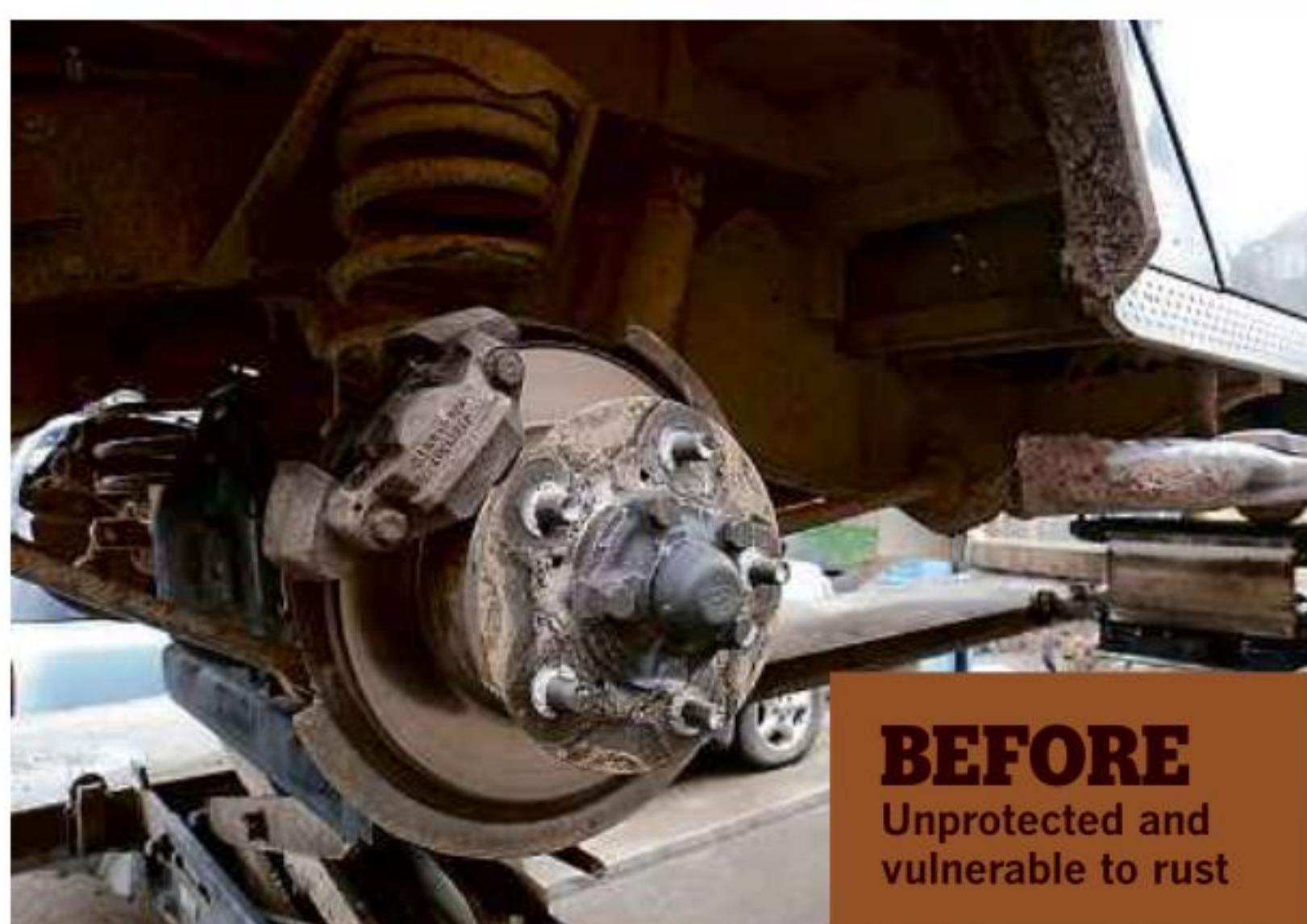
**I** love my Defender. In fact I would go one better and say that I am head over heels in love with it. The problem with that is so is water, rust, sleet, snow, salt, mud, muck, ice and everything else found on British roads. While I like to think I'm good for my Defender the other things I mentioned are not. In fact they can shorten its life. Rather dramatically. I don't want that and so I drive my 110 down to South West Rustproofing (SWRP) in Wiltshire, a business owned by Broad Lane Land Rovers. Remember them? The cool guys who put a Td5 engine into a Range Rover Classic. SWRP is Wiltshire's only official Dinitrol UK Treatment Centre and last year they applied this treatment to 170 vehicles. Let me put this into perspective. It takes three days to do just one vehicle...

Enter Gary Hallam, SWRP's Mr Dinitrol. What he does not know about applying Dinitrol to Land Rovers is not worth knowing. Up onto the ramp goes my 110 and off come the wheels. Literally.

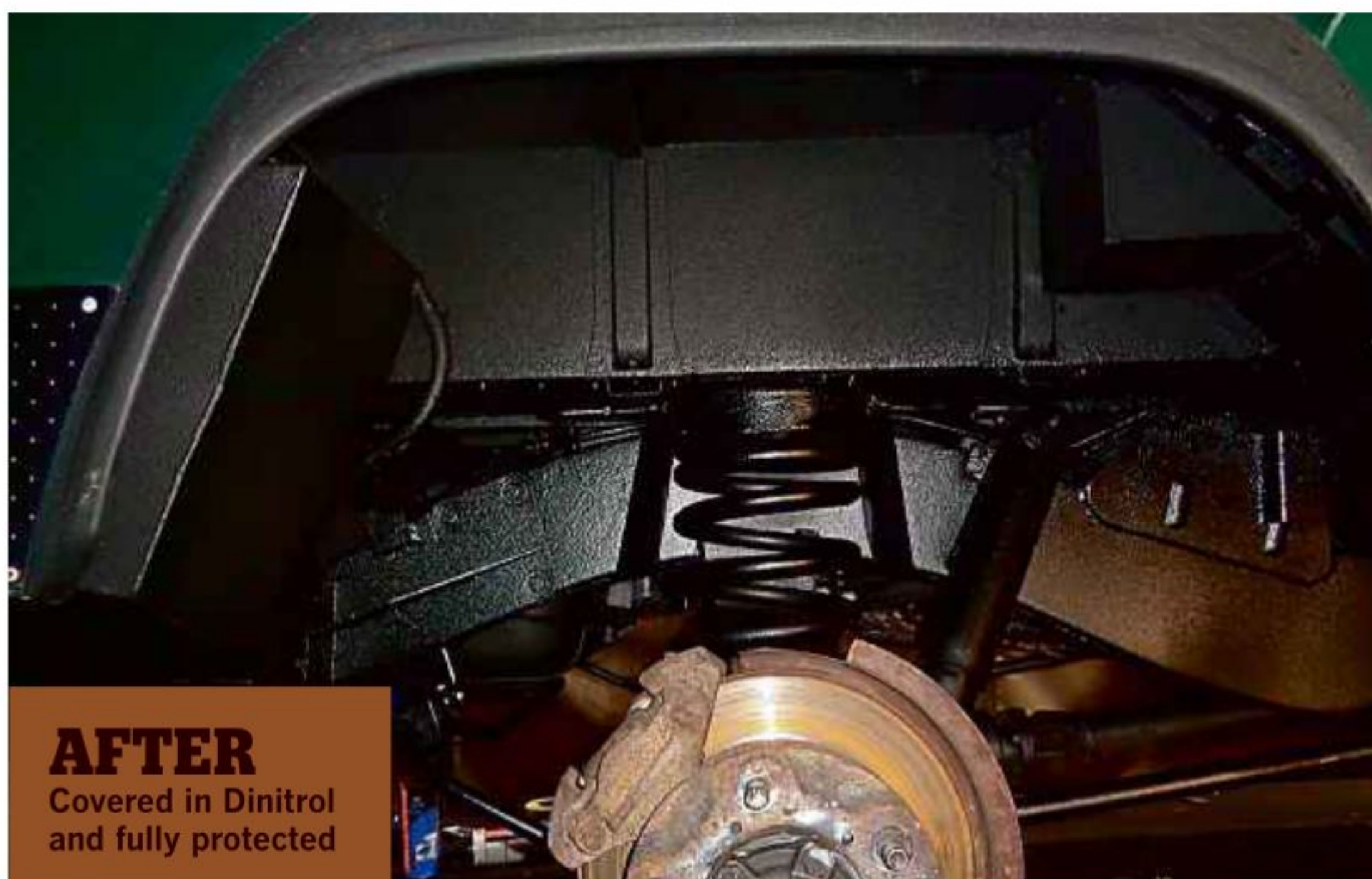
Like me Gary is ex-military. Unlike me he is very meticulous with how he goes about things. 'You have to be. Make a mistake or miss something and it could cause a weak spot or rust spot in the future. I don't want that on my conscience.'

I'm told that preparation is key. So Gary starts with a general vehicle inspection. '90% of the time is taken by steam washing and preparation. Applying the Dinitrol takes the other 10%,' claims Gary. He photographs every single stage of the process and when I come and pick my Defender 110 up a few days later I will have access to a gallery of 60 or so before and after images. Gary takes a few hours to steam-wash the 110. I have not done him any favours as the muddy evidence of some recent off-roading is everywhere.

I ask him where is the most common place for rust on a Land Rover? 'It has to be the welds on the chassis and also the rear crossmember.' To get rid of the mud on my 110 Gary has set the temperature of the water at 90 degrees Celsius. It literally burns the mud off while also taking the paint off my rear crossmember. Fortunately my vehicle lived in a hot climate for 90% of its life. 'I can't believe your Defender is over 20 years old. It's definitely one of the better ones I have seen of that age,' says Gary. Others are not

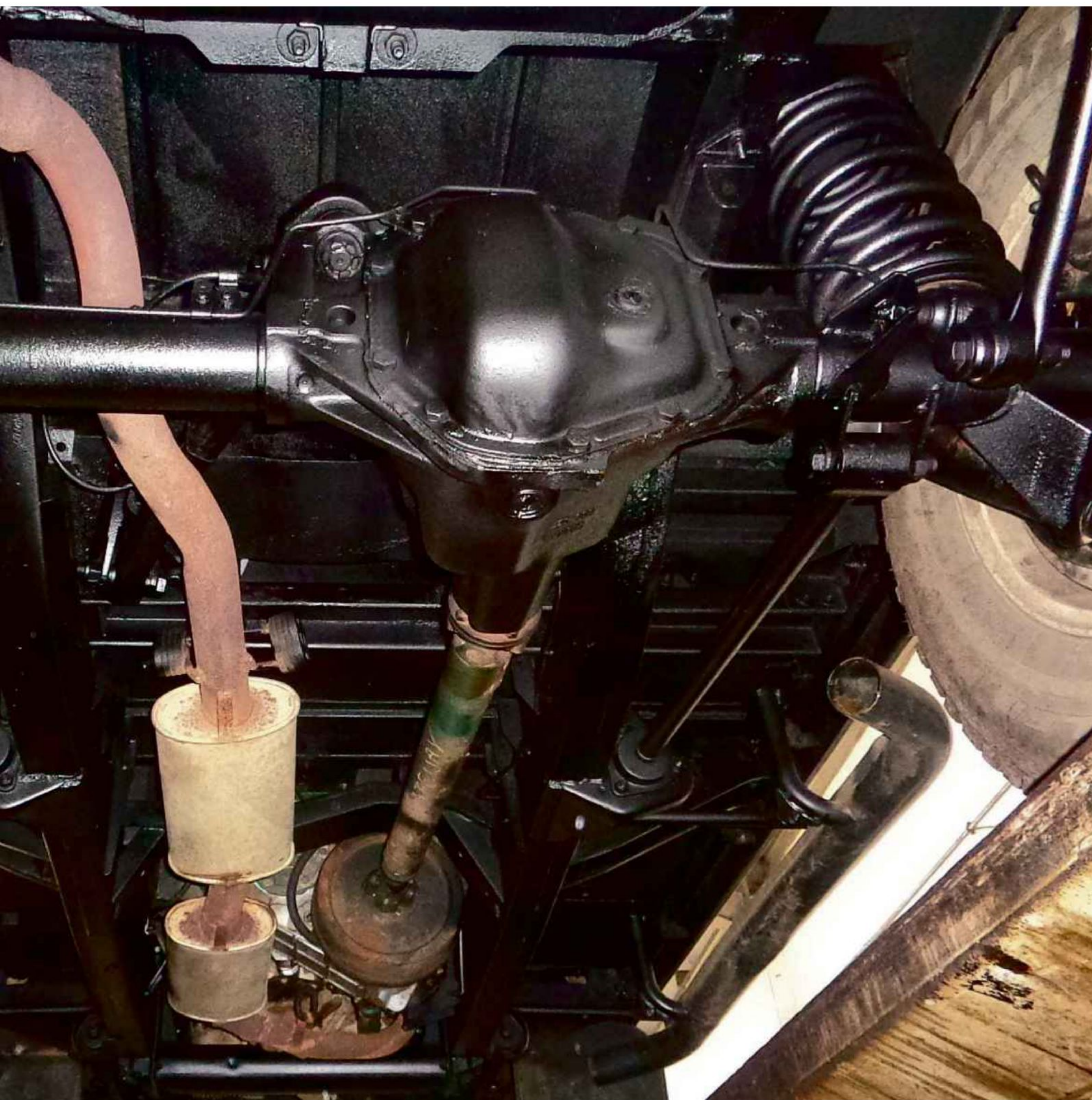


**BEFORE**  
Unprotected and vulnerable to rust



**AFTER**  
Covered in Dinitrol and fully protected





so lucky. Two out of every five Discovery 2s that come for Dinitrol treatment first need the rear chassis replacing before the treatment can take place. Repairing Land Rovers before they can receive the Dinitrol treatment is rather common. None of this is necessary with my Defender.

We now have to wait for my Defender to dry, a process which takes 24 hours. I leave a list of little jobs that I want the workshop to do while they wait for my Defender to dry. And then head off to Ireland for a few days with the family.

While I'm away and once my Defender is dry, Gary masks up the vehicle to prevent any Dinitrol going over my paintwork or bits that don't need it. He then applies Dinitrol RC800 to areas where there is corrosion; this helps to turn damaged metal into good metal. Dinitrol ML is then applied to the chassis using a 360-degree lance. It's literally injected into every bit of the chassis. After that is dry, Dinitrol 4941 is applied to every bit that needs protecting. Gary then leaves it to dry before giving my 110 a final inspection.

I barely recognise my 110 when I come to pick it up again. While the underside looks shiny and new, Gary has perfectly and evenly applied the Dinitrol exactly where it needs to be. Even the rear

**Underside gets liberal coating of the magic potion**

crossmember which had no paint on when I left is now all black and ready to fight the rust.

The Dinitrol treatment is supposed to last between 2-5 years. This depends on how much off-roading you do and if you have dry-stored your Land Rover. Fortunately the treatment comes with an aftercare package and annual check-up. So I will definitely be making my way to SWRP again before the start of next winter. Thanks Gary for a top job. So if you want your Landy to last a lifetime and you don't know what to get it for Christmas, we at LRM would strongly suggest a Dinitrol treatment from SWRP.



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**BEFORE**

**AFTER**

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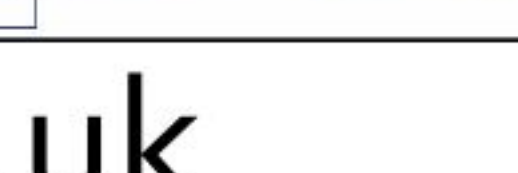
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Still looking  
good after all  
these years

# Happy 30th Birthday

The Discovery Owners Club hosts its annual Discovery Birthday Party – and this year the celebrations are very special to mark three glorious decades



Now there's  
something you  
don't see every  
day in your mirror

**S**INCE 2009, members of the Discovery Owners Club, Project Jay Preservation Group along with other Discovery owners, have been meeting on Plymouth Hoe each October to celebrate the original launch of the Discovery and to take part in a weekend-long birthday party for the iconic model.

For the 4x4's 21st birthday (October 2010) it was decided to recreate the press launch and follow the same two-day itinerary, and this year as it turned 30, the aim was to continue to run as previous events.

Organised by the Devon and Cornwall Section of the Discovery Owners Club, the annual Discovery Birthday Party kicked off to a great start on Friday October 18 with two excursions: one group took in some greenlanes, while a second group had a scenic drive along Cornwall's South Coast to finish at Mevagissey for fish and chips.



Story and Pictures by Roy Preston



There was a great turnout of 88 models including seven G-WAC registered cars



The following morning all the Discoverys lined up on Plymouth Hoe and this year there was a great turnout of 88 models including seven of the original launch vehicles (factory G-WAC registered cars) – all looking mightily resplendent. At 1.00pm everyone moved off and travelled in convoy across the Saltash Bridge, stopping en-route for a photoshoot at Whitsand Bay before arriving at the Maker Church entrance for a drive around to Mount Edgcumbe Country Park and another photo in front of the Grade I stately home.

After a stop by the sea it was time to head off to the excellent party venue at the Whitsand Bay Fort holiday site. Many families took the opportunity to camp at the site so they could make the most of the evening which included a carvery and the all-important raffle and auction of the

many great prizes, kindly donated by 4x4 suppliers. With help from HSBC a total of £5270 was raised for the two chosen charities Marie Curie and Horizons. There was also an awards ceremony with Roy Preston and Adrian Longstaff from Britpart judging the cars while the trophies were kindly donated by David Vanstone of Vanstone Garage, and awarded to: Best D1 (John Davies), Best D2 (Alan John Hands), Most Modified (Peter Evans), Muddiest (Jamie Hibbert), Furthest Travelled (Dan and Jean Lefevre from France), Best Runt (Steve White) and Best in Show (John Davies).

On Sunday morning there was a photoshoot at the Jaguar and Land Rover dealer Roger Young of Saltash, before everyone headed to Dartington for a few hours and then over Dartmoor to Two Bridges Hotel, where cream teas were laid

## Discovery Owners Club

THE Discovery Owners Club (DOC) was set up in 2000 by a number of British enthusiasts to promote interest in the use and preservation of the Land Rover Discovery, the UK's most popular medium-sized 4x4. Since that time, the club has gone from strength to strength, and now boasts over 1500 members.

There are many benefits to being a member of the DOC – one of the most popular is full access to the vast technical resource that is the DOC forum, which allows members to share their experiences and advice on a wide range of technical issues, along with guidance on event planning, sales and wants and general discussion. Other benefits include a range of discount schemes negotiated by members with various insurers, publishers and tool and part suppliers.

Club membership costs just £26 per year for individuals, plus an extra £4 per year for additional family members. Club membership also entitles you to receive regular copies of Discourse (the club magazine), full access to their club forum, eligibility for member-only discounts, the opportunity to participate in club events and much more.

To join the club online go to <http://lrdoc.lpl-uk.com/> and if you'd like to discuss membership further, contact the membership secretary by email on [memsec@discoveryownersclub.org](mailto:memsec@discoveryownersclub.org), or visit them on Facebook at [facebook.com/thediscoveryownersclub](https://www.facebook.com/thediscoveryownersclub).

on. Later, as everyone bid a fond farewell, they all vowed to return next year.

Tim Newcombe, Event Organiser, said: "I'd like to thank my small team that bring this together and also every donator and our sponsors Roger Young Land Rovers and Bearmach – without these companies' continued support we wouldn't have the raffle and auction we do. All past events have been very well appreciated, and it was great to have so many join us for Discovery's 30th birthday. The event has almost become a pilgrimage now."





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# COME & GET DIRTY WITH ME

A black Land Rover Defender 4x4 vehicle is shown from a front-three-quarter view. The vehicle is positioned centrally, with the large orange text 'COME & GET DIRTY WITH ME' overlaid on it. The text is in a bold, sans-serif font, with the words 'COME &' on the top line, 'GET DIRTY' on the second line, and 'WITH ME' on the third line. The vehicle is a classic Defender model with a silver grille and headlights.

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# LAND ROVER DIARY

Dave Barker showcases the best gatherings to attend in your Land Rover

## December 14

- Solent and District Land Rover Club, Greenlanes Dorset  
[sadlrc.co.uk](http://sadlrc.co.uk)
- Protrax Overland Adventure, 4x4 Driver Training Day Rockingham Castle, Corby  
[protraxoverlandadventures.co.uk](http://protraxoverlandadventures.co.uk)

## December 15

- Breckland Land Rover Club, RTV/CCV Trial Pentney, Kings Lynn  
[brecklandlrc.com](http://brecklandlrc.com)
- Buchan Off Road Drivers Club, Xmas Special CCV Trial TBC  
[bordc.co.uk](http://bordc.co.uk)
- East Northants LROC, RTV and Tyro Trial Cranford, Northamptonshire  
[enlroc.uk](http://enlroc.uk)
- Netherlands – Land Rover Club Holland – Christmas Ride TBC  
[lrch.nl](http://lrch.nl)
- Northern Ireland Land Rover Club, Forest Run Altmore Forest, Cappagh  
[landrover-club.com](http://landrover-club.com)
- Scottish Off Road Club, Santa Hunt Cupar, Perth  
[sorc.org.uk](http://sorc.org.uk)
- Torbay 4x4 Club, Trial Chudleigh, Devon  
[torbay4x4club.co.uk](http://torbay4x4club.co.uk)
- Woolbridge Motor Club, 4x4 Trial Dorset  
[woolbridge.co.uk](http://woolbridge.co.uk)

- Wye and Welsh Land Rover Club, Xmas RTV and CCV Trail Whitecliff, Coleford  
[wwlrc.co.uk](http://wwlrc.co.uk)
- MudMuncher 4x4, Offroad Driving Day Beeston, Norfolk  
[MudMuncher4x4.co.uk](http://MudMuncher4x4.co.uk)
- Muddy Bottom Off-Road, Pay and Play Day Minstead Manor, Hampshire  
[muddybottomoffroad.co.uk](http://muddybottomoffroad.co.uk)
- Protrax Overland Adventure, Quarry Driving Day Tixover, Rutland  
[protraxoverlandadventures.co.uk](http://protraxoverlandadventures.co.uk)

## December 22

- John Morgan 4x4 Driving, 4x4 Owners Day Slindon Safari Offroad Centre, West Sussex  
[4x4driving.co.uk](http://4x4driving.co.uk)

## December 23 - January 1

- Morocco - 4x4 Adventure Tours, Morocco Xmas Tour Tarifa, Spain  
[4x4adventuretours.co.uk](http://4x4adventuretours.co.uk)

## December 24

- UK Landrover Events, North York Moors Xmas Eve 4x4 Tour North Yorkshire  
[uklandroverevents.com](http://uklandroverevents.com)

## December 26

- Glossop 4x4 Group, Boxing Day Green Laning TBC  
[glossop4x4group.co.uk](http://glossop4x4group.co.uk)
- Scottish Land Rover Club, Boxing Day Bash

## TBC

- [slroc.co.uk](http://slroc.co.uk)
- Solent and District Land Rover Club, Boxing Day Treasure Hunt TBC  
[sadlrc.co.uk](http://sadlrc.co.uk)
- 4x4 Without A Club, Albert Memorial Event Harbour Hill, Aldermaston 4x4-withoutaclub.co.uk
- UK Landrover Events, Tynedale Boxing Day 4x4 Tour Hexham  
[uklandroverevents.com](http://uklandroverevents.com)
- Protrax Overland Adventure, Quarry Driving Day Tixover, Rutland  
[protraxoverlandadventures.co.uk](http://protraxoverlandadventures.co.uk)

## December 26 - January 4

- Morocco – The Call of the Desert, 4x4 Raid Amada  
[amada-adventure.com](http://amada-adventure.com)

## December 27 -

- Norway – Compass Adventure, Explorer Tour Arctic Norway  
[compassadventures.co.uk](http://compassadventures.co.uk)

## December 27 - January 5

- Sardinia – Sardinian Eve, 4x4 Raid Sardinia  
[amada-adventure.com](http://amada-adventure.com)

## December 27 - January 10

- Portugal/Morocco – Sahara Desert Challenge Coruche, Portugal and Morocco  
[saharadesertchallenge.com](http://saharadesertchallenge.com)

## December 28

- Essex Land Rover Club, Shakedown Trial TBC  
[elrc.info](http://elrc.info)
- Scottish Off Road Club, Cold Turkey Trial TBC  
[sorc.org.uk](http://sorc.org.uk)

## December 28 - 29

- Ardent Off Road, Festival Blast to the Lakes Cumbria  
[ardentoffroad.com](http://ardentoffroad.com)
- ARD Ventures 4x4, Christmas Blast Rhayader, Mid Wales  
[ardventures.co.uk](http://ardventures.co.uk)

## December 29

- Anglian Rover Owners Club, RTV and CCV Trial Roundhill Woods, Tring  
[arocoffroad.co.uk](http://arocoffroad.co.uk)
- Cheshire Land Rover Club, Greenlane Day TBC  
[cheshirelandroverclub.org](http://cheshirelandroverclub.org)
- Shire Land Rover Club,

## Christmas Play Day

- Mannington, Dorset  
[shirelrc.com](http://shirelrc.com)
- Solent and District Land Rover Club, Greenlanes Ice Run TBC  
[sadlrc.co.uk](http://sadlrc.co.uk)
- Suffolk Land Rover Owners Club, Mince Pie Driving Day Newbourne, Suffolk  
[slroc.uk.com](http://slroc.uk.com)
- Wye and Welsh Land Rover Club, Who Dares Wins RTV and CCV Trail Taffs Wells, Cardiff  
[wwlrc.co.uk](http://wwlrc.co.uk)
- MudMuncher 4x4, Offroad Driving Day Dersingham, Norfolk  
[MudMuncher4x4.co.uk](http://MudMuncher4x4.co.uk)
- Thames Valley 4x4 Club, Club Event Broxhead, Kent  
[tv4x4.co.uk](http://tv4x4.co.uk)
- Muddy Bottom Off-Road, Pay and Play Day Minstead Manor, Hampshire  
[muddybottomoffroad.co.uk](http://muddybottomoffroad.co.uk)
- Huddersfield Autojumble Old Market Building, Huddersfield  
[phoenixfairs.jimbo.com](http://phoenixfairs.jimbo.com)

## January 1

- Brooklands New Year's Day Gathering, Car Gathering Brooklands  
[brooklandsmuseum.com](http://brooklandsmuseum.com)

## January 4 - 5

- ARD Ventures 4x4, New Year Blast Westmoreland and Lake District  
[ardventures.co.uk](http://ardventures.co.uk)

## January 5

- Peak and Dukeries LRC, RTV and CCV Trial New Whittington, Derbyshire  
[panddlrc.co.uk](http://panddlrc.co.uk)
- Red Rose LRC, Green Road Run TBC  
[landroverclub.co.uk](http://landroverclub.co.uk)
- Solent and District Land Rover Club, Greenlanes TBC  
[sadlrc.co.uk](http://sadlrc.co.uk)

## January 5 - 17

- Saudi Arabia – Dakar 2020 Rallye Raid Jeddah, Saudi Arabia  
[dakar.com](http://dakar.com)

## January 5 - 19

- Morocco – Africa Eco Race, Rallye Raid Nador, Morocco  
[africarace.com](http://africarace.com)

## January 9 - 12

- Autosport International, Motorsport Show



December 15

## Forest Run

The Northern Ireland Land Rover Club is holding a Forest Run in the Altmore Forest about three miles from the village of Cappagh, County Tyrone, on Sunday December 15. The club's normal forest rules apply and anyone wishing to come along is asked to contact the club for joining instructions. Further information on this and other club events can be found on the club's website or on its Facebook pages.

[facebook.com/NiLandRoverClub](https://facebook.com/NiLandRoverClub), [landrover-club.com](http://landrover-club.com)





January 12

### Malvern 4x4 & Vintage Spares Day

The traditional first 4x4 spares day of the year, the Malvern 4x4 & Vintage Spares Day takes place on Sunday January 12 in the Wye exhibition halls at the Three Counties Showground, Malvern. Doors open for the public from 9.00am, admission is £6.50 with under 15s free. There is an onsite restaurant, free parking and well-behaved dogs are welcome.

[4x4sparesday.co.uk](http://4x4sparesday.co.uk)

January 26

### Brass Monkeys Land Rover Meet

The Brass Monkeys at the Station Land Rover Meet is scheduled to take place on Sunday January 26 at the Tanfield Railway near Beamish, County Durham. With the growing success of the event it's hoped that this year it will move into the larger front car park giving it more room for the display of Land Rovers. Plus it will give more space for the autojumble stands and the club displays. Camping will also be available on site as in past years. The Tanfield Railway is the world's oldest railways so if Land Rovers aren't enough for you then the railway is worth exploring.

[facebook.com/Brass Monkeys Land Rover Meet](https://facebook.com/Brass%20Monkeys%20Land%20Rover%20Meet), [nero.org.uk](http://nero.org.uk)



### NEC, Birmingham

[autosportinternational.com](http://autosportinternational.com)

### January 10 - 24

■ Morocco – ARD Ventures 4x4, Western Sahara and Atlantic Coast

Morocco

[ardventures.co.uk](http://ardventures.co.uk)

### January 12

■ Malvern 4x4 and Vintage Spares Day  
Three Counties Showground, Malvern

[4x4sparesday.co.uk](http://4x4sparesday.co.uk)

■ UK Landrover Events, Tyne and Wear 4x4 Tour  
Durham

[uklandroverevents.com](http://uklandroverevents.com)

### January 18

■ Solent and District Land Rover Club, Greenlanes  
TBC

[sadlrc.co.uk](http://sadlrc.co.uk)

### January 18 - 19

■ Adventure Travel Show  
Olympia, London

[adventureshow.com](http://adventureshow.com)

### January 19

■ Woolbridge Motor Club, 4x4 and SUV Trial

Dorset

[woolbridge.co.uk](http://woolbridge.co.uk)

### January 26

■ Thames Valley 4x4 Club, Drive Round Event

Brick Kiln Farm, Hampshire

[tv4x4.co.uk](http://tv4x4.co.uk)

■ Brass Monkeys at the Station, Land Rover Meet  
Tanfield Railway, Beamish

[nero.org.uk](http://nero.org.uk)

[facebook.com/Brass Money Land Rover Meet](https://facebook.com/Brass%20Money%20Land%20Rover%20Meet)

■ UK Landrover Events, Peak District 4x4 Tour  
Derbyshire

[uklandroverevents.com](http://uklandroverevents.com)

■ Normous Newark Autojumble  
Newark Showground

[newarkautojumble.co.uk](http://newarkautojumble.co.uk)

### January 26 - 31

■ Morocco – M'Hamid Express, Rallye Raid

Zagora, Morocco

[rallyehamidexpress.fr](http://rallyehamidexpress.fr)



## 2020 major show dates so far confirmed

February 23

**4x4 Expo:** The biggest indoor 4x4 Show in the UK takes place on Sunday February 23 at the Stafford County Showground, featuring 4x4 motorsport, overlanding, greenlaning and more.  
[donington4x4show.co.uk](http://donington4x4show.co.uk)

April 25 - 26

**Adventure Overland Show:** The Spring Show takes place over the weekend of April 25 - 26 at Stratford Racecourse, and features everything to do with overland adventure.  
[adventure-overland-show.com](http://adventure-overland-show.com)

May 9 - 10

**Gaydon Land Rover Show:** Takes place at the British Motor Museum, Gaydon, over the weekend of May 9 - 10 and will feature everything Land Rover.  
[britishmotormuseum.co.uk](http://britishmotormuseum.co.uk)

June 26 - 28

**Billing Land Rover Show:** The original Land Rover Show is back at Billing Aquadrome from June 26 - 28 with all the usual attractions and features for the Land Rover enthusiast and their family.  
[billinglandrovershow.co.uk](http://billinglandrovershow.co.uk)

June 27 - 28

**Billing Off Road Show:** Takes place on the weekend of June 27 - 28 at Grange Farm, Little Houghton, Northamptonshire. Along with club and trade stands the Off Road Show features the legendary Riverside and Lakeside off-road courses.

[facebook.com/billingoffroadexperience](https://facebook.com/billingoffroadexperience)

[www.thebillingoffroadexperience.co.uk](http://www.thebillingoffroadexperience.co.uk)

July 12

**Simply Land Rover:** This Simply Land Rover day takes place at the National motor museum on July 12. All Land Rover owners are invited to drive into Beaulieu and park up for a superb day.  
[beaulieu.co.uk](http://beaulieu.co.uk)





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[www.4x4sparesday.co.uk](http://www.4x4sparesday.co.uk)



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3. TIMING BELT KIT - £85
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# WRITERS' ROVERS

We don't just write about Land Rovers: we live, breathe and spend all our wages on them



## Pat burns the midnight oil as he builds a Lego new Defender

I had a great African childhood, growing up in a conservative fishing village. My parents lovingly provided for me and my five brothers and sisters. Lots of play (and serious) fighting with my siblings but more importantly we created many memories that will last a lifetime or at least until dementia sets in.

We were anything but spoilt. Dad was a credit controller and ran a tight ship. I remember using mum's old wooden tennis racquet when playing matches for the school. It had a warped head, probably because we left it in the rain at some stage. Still it did the trick. There

was no money for Lego or computer games and we only had four channels on our little TV.

Why am I telling you this in a Land Rover magazine? Well, when the Lego new Defender recently launched I just had to have one. Some might say I am still a child at heart though I will argue that I am just an enthusiast who loves anything Land Rover-related. At nearly £160 the Lego Defender is pretty expensive though Costco were selling them for £130 at one stage so do shop around. My cousin and her partner are Lego aficionados and they recommended a Chinese website who do knock-off versions for about a fifth of the price. Fortunately, I was given the real deal by Lego for a review.

The first thing to note about the Lego Defender is that it comes in a very big box! In fact the box is 58x48x9cm. That box is filled with many plastic bags of Lego, all numbered between one and four so you know which ones to use first. There are 2573 pieces in total and it says suitable for ages 11 plus. I began by putting the pieces from the various number one bags into separate plastic containers. In fact, I used old curry

take-away containers. They were perfect for this.

Then I did a very stupid thing. I poured myself a whiskey and sat by the fire and started. Why was this stupid? The nearly 500-page manual has 860 steps in it and when I got to step three I used the wrong piece. I'm blaming the low lighting which made me use a bigger black cog instead of the smaller grey one. Once I got to step 90 I realised that I had made a mistake. By now it was well after midnight and so I went to bed.

So the following night once everyone was in bed I took it all apart and started again. Without an alcoholic drink this time. I went on until about 3.00am and reached step 200. Yes I am a little slower than the average person. I am a Lego virgin remember? I was really enjoying the process. It was pure therapeutic escapism. Just me, the manual and 2573 pieces. The more I built, the faster I became, and the more I began to understand the process of how Lego works. At times it all just flowed beautifully and quickly. I became a little addicted to be honest, and obsessive about it. Every morning Isaac my



**PATRICK CRUYWAGEN**  
EDITOR

### DEFENDER 110 2.8i

YEAR: 1998 MILEAGE: 275,000 km  
MPG: 20 POWER: 193 bhp  
TORQUE: 206 lb-ft





Stuck on a stump? Time to deploy the winch old chap



Turn the spare wheel and the rear door opens

six-year-old would want to see the progress that I had made for himself.

All-in-all it took the best part of four long nights to complete. I absolutely enjoyed every single minute of those long nights, even when discovering my mistake. I cannot believe the level of detail of the Lego new Defender. It has to be seen to be believed. The rear seats fold forward so that you can have a good look at the four-speed sequential gearbox, the most sophisticated Technic gearbox ever, according to Lego. Even the pistons move up and down just like on a real in-line six-cylinder engine. Then turn the spare wheel and the rear door opens. Pull a lever and the winch cable disengages – turn a special wheel and you can wind the cable back in again. I have posted a few pictures of my finished Lego Defender on social media and more than one person has commented that the Lego version looks better than the new Defender!



The pistons move up and down, just like the real deal



The rack is easily removed if you want an original look

I know it's one heck of an investment for the average Joe but trust me you will spend more on going out for a few nights in a row! The Lego new Defender is a must-have for any serious Land Rover enthusiast. If I can comfortably build it then so can you.

## LRM'S FLEET

Every month, LRM staff and contributors share their real-life experiences with the Land Rovers they own...



**PATRICK CRUYWAGEN**  
EDITOR  
1998 Defender 110 2.8



**TREVOR CUTHBERT**  
CONTRIBUTOR  
1984 Land Rover 90 Mazda 3.5 Tdi automatic soft-top (rebuild project)  
1990 Land Rover One Ten LHD V8 soft-top  
1994 Defender 130 Tipper 300Tdi  
1998 Defender 90 Station Wagon 2.8i BMW six-cylinder petrol  
2002 Discovery 2 Td5 Adventurer  
2004 Defender 90 Td5 hard-top



**DAVE BARKER**  
CONTRIBUTOR  
Discovery 4, Freelander 2 XS  
Defender 90, Series I



**ED EVANS**  
TECHNICAL EDITOR  
1976 Series III 88 soft-top  
1989 Ninety Station Wagon  
1998 Discovery 300Tdi  
2000 Freelander 1 L-series  
2000 Defender 110 Td5  
2006 Range Rover Sport TDV6





## Last of the winter floods

Dave explains why he doesn't have a gung-ho attitude to floodwater any more

Shallow stream an easy wade for Dave's Ninety

**A**LMOST exactly 20 years ago I was in Africa. I had just spent a few days exploring Botswana's amazing Okavango Delta with photographer Bob Atkins and, with a day to kill, I suggested making a detour to the Victoria Falls. As we headed across the Zimbabwe plain towards it in our new-fangled Td5 Defender 110, we could see what appeared to be a cloud of smoke a

few miles ahead. It was in fact the permanent cloud of spray above what is the largest waterfall in the world.

Once there, we stood in awe for a few minutes. Then snapped away taking photographs for a few minutes more. Then we stood in awe for a bit longer. Then Bob yawned, I laughed and we headed back to the Land Rover. I'd set aside half a day to spend at the falls, but we left after an hour. Even looking at one of the most impressive sights in the world gets a bit samey after a while.

It's the same with floods. I live in the valley of the River Nene, which gets more than its fair share of floods and there used to be a time when I would rush out and drive through them in one of my Land Rovers. But this year I didn't.

This is partly for the same reason I left Victoria Falls. Driving through floodwater is fun, but there's only so much you can do before it becomes boring. I've done some very serious wading in my time, including twice across treacherous Morecambe Bay at low tide, as well as through a crocodile-infested river during the Okavango Delta trip mentioned above. I can assure you that trips like that tend to overshadow driving along a flooded

road in Northamptonshire. We all know that Land Rovers will get through deeper water than other vehicles, so why do we need to prove it again and again?

Another reason for my abstinence is the sheer number of prats in modern 4x4s — usually modern Range Rover variants — who think it's a good idea to test their vehicles' wading capabilities but haven't got a clue what they're doing. End result: a swamped Range Rover stranded in the road that prevents the emergency services from getting through to do their already-difficult jobs.

But the biggest reason for me shunning the floods this time around was my old mate Chris Wilson, who lives in Fishlake, near Doncaster. Chris is a huge Land Rover fan and a great friend of LRM. He has even been a cover star on one occasion, so I was deeply saddened when I heard that his home was one of the many in Fishlake that had been badly damaged by the floods caused by the River Don bursting its banks. After hearing how he and his family had suffered, I couldn't bring myself to go splashing through the floods for fun.

Instead I waited for the floods to subside, then took Billy the Wonderdog



### DISCOVERY 1

YEAR: 1996 MILEAGE: 170,000  
MPG: 25 POWER: 111 bhp  
TORQUE 195 lb-ft

### DEFENDER NINETY

YEAR: 1984 MILEAGE: 168,000  
MPG: 30 POWER: 111 bhp  
TORQUE 195 lb-ft





Floods now  
subsiding in  
Nere valley



300Tdi Disco in Last of the Summer Wine . . .

out for a gentle drive around the valley in my Ninety, taking in a few riverside tracks in the process. I only had to wade through one small pool caused by a swollen stream. All in all, it was a pleasant afternoon in the winter sunshine — and I didn't get bored once.

Before I leave the subject, I'm sure you'll all join me in sending our best wishes to Chris and his fellow flood victims in Derbyshire and Yorkshire.

Meanwhile, still in Yorkshire, my obsession with spotting Land Rovers on the telly continues by paying close attention to old episodes of *Last of the Summer Wine* (currently being screened on the Freeview UK Drama channel), which is still the richest source of green oval treasures on the box.

The year 2000 is particularly Solihull-influenced, with every episode featuring Wesley Pegden and his drab-painted Series III 109 truck cab with military front bumpers and a Q-plate registration, although why it's on a 'Q' is a mystery to me as it's sitting on leaf springs and, presumably, its original chassis. Perhaps a helpful reader can explain? No matter, it's a beauty regardless.

The millennium year also saw the untimely departure of the incomparable Compo Simmonite (played by Bill Owen). His final episode, *Elergy for Fallen Wellies*, featured



. . . and Nora Batty turns her back on LRM in 2000

Wesley's Series III as well as a pristine N-reg 300Tdi Discovery in white Police livery. That brought back some memories, I can tell you. It was a white Disco of around the same vintage, loaned to me for a month more than a quarter of a century ago by Land Rover's press office, that converted me to being a Land Rover man. I've never looked back since and, of course, I've owned my current 300Tdi Discovery for nearly 14 years now.

I digress. Still in 2000, the *Last of the Summer Wine* episode *Under the Rug* featured Nora Batty and friends in conversation in the local newsagents. Look carefully in the background and on the shelves you can see an early copy of LRM with its big purple masthead, as well as LRO, LRW and Viz. Coincidentally, I have worked for both LRM and LRO, while my nephew and godson, Steve Crouch, is a regular contributor to Viz. I wonder if that's a record for a telly screengrab?

However, that's not my proudest claim to fame. That came in 1986 when I was watching an episode of *Spitting Image* when the camera turned to the Queen Mother (puppet version) reading a copy of *Coarse Fisherman* (a magazine I was editor of at the time). The next day I called the ITV press office, who kindly sent me a black and white print, which I've still got somewhere. I will have to dig it out.

## LRM'S FLEET

Every month, LRM staff and contributors share their real-life experiences with the Land Rovers they own...



**DAVE PHILLIPS**

CONTRIBUTOR

1996 Discovery 300Tdi

1984 Ninety 300Tdi



**MARK WILLIAMS**

CONTRIBUTOR

2005 Freeland 1

TD4 HSE Station Wagon



**STEVE MILLER**

CONTRIBUTOR

2007 Discovery 3, 2004 facelift

Freeland 1 Td4 SE



**TIM HAMMOND**

CONTRIBUTOR

1991 Range Rover Classic 300Tdi

1987 Range Rover Classic 3.5 EFI V8

1986 Range Rover Classic 300Tdi

1984 Range Rover Classic 3.5 V8

1984 Range Rover Classic 3.5 V8

1982 Range Rover Classic 3.5 V8

1982 Range Rover Classic 3.5 V8

1989 Land Rover Discovery 200Tdi



**ALISDAIR CUSICK**

CONTRIBUTOR

1995 Range Rover Classic

1957 Series I





**E**X-MILITARY Land Rovers – or at least my ex-military 110 V8 soft top – do not have a conventional ignition switch and steering lock assembly. Instead, mine had an electrical ignition switch with no steering lock, in the usual location. Before I rebuilt the 110 a couple of years ago, the ignition switch failed and I replaced it with a Massey Ferguson switch I had to hand – the one with the all-familiar Lucas key, that any classic tractor driver will be familiar with. This worked, but was not ideal; started by a common key that is easy to get hold of, no steering lock and a soft top is not a secure mix. Luckily, in Co Donegal where the Land Rover is kept, there isn't much petty or vehicle crime.

The trouble was, the replacement ignition switch wasn't very tight in its special mounting and had a tendency to

turn with the key. I had a new conventional switch assembly at the ready, but hadn't taken the time to fit it. Consequently, with the Lucas switch turning, the electrical connections finally let go and the Land Rover wouldn't start. So it was time to fit the new ignition switch and lock, if I wanted to enjoy my 110 soft-top of a weekend, on the lanes of Donegal. Oh yes, the indicators had packed up, too.

When I removed the plastic shroud from the steering column, I could see that the simple switch was mounted in a bolt-on bracket around the steering column. It was fiddly to remove, but once I got it off, I could see that underneath was a standard steering column – my 'civilian' ignition switch would fit perfectly. I soon had the new switch trial fitted and the sound of the V8 engine turning over and starting up brought a smile to my face! Having planned to simply check it out for a proper fitting on my next visit I couldn't wait – I fitted the new assembly properly and put the steering column back together again.

Electrical gremlins can be a real pain and take up lots of time to trace and repair, but experience told me that problems with the indicators on a Land Rover is very often down to a faulty hazard warning switch. But my hazard lights worked fine – the indicators were dead. I fitted a new genuine hazard switch (which I had brought to Donegal in anticipation) and it was time for another



With new ignition switch fitted the V8 is purring

grin – my indicators were back in business... Hoorah!

With an engine that starts and runs beautifully, indicators and lights functioning as they should, petrol in the tank – it was the perfect excuse to take the 110 V8 out for a run? Except for the soft tyres. The Land Rover had been sitting unused for a few months, and so two of the tyres were low on air pressure. My portable air compressor soon had this minor problem solved and me and my 110 took to the road.

I had forgotten how wonderful the V8 sounds through its special stainless steel exhaust system – it's a joy to the ears of any petrolhead – and the engine itself runs ever so sweetly, which is not unexpected, given it has only covered just over 50,000 kilometres from the day it left Solihull (albeit some of those miles were tough back in its off-roading days). The run out in the 110 was short, because it was getting late in the day and time to head back to reality, but really enjoyable – I was so tempted to take to one of the lanes.

But the good news is that the next time I head up to my bolt-hole in Co Donegal, the 110 V8 will be on the key and ready to hit the lanes – and my little solar panel is keeping the battery tip top and ready.



**TREVOR CUTHBERT**  
CONTRIBUTOR

## LAND ROVER 110 V8 SOFT TOP LEFT HAND DRIVE

**YEAR:** 1990 **ENGINE:** 3528cc V8 petrol  
**MILEAGE:** 50,328 km **POWER:** 158 hp  
**TORQUE:** 210 lb-ft **MPG:** 20 at best





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## Workshop worship

The only thing burning this time is the light bulb in Alisdair's garage

**I**CAN'T see what you're filling" barked the petrol station cashier, testily. "Pardon?" I asked, stood at the open driver's door, non-functioning unleaded pump in hand. "I said I can't see what you're filling. I need to see what you're filling," she barked, obviously pleased to meet someone of apparently lower IQ. "The tank," says I. Visibly confused, she'd walked near enough to now see the seat base removed, petrol tank exposed with cap off, pump nozzle impotently sitting inside. "Oh. What? That's your tank?" she asked, face now contorted. "Yes" I said, as patiently as I could (in my head, my reply was a little less kind), then sighed. Just another day running a Series I in 2019.

But her frosty overzealousness was quickly forgotten, for I'm having a great time, happy to be back in my Series I. My only desire being a hot engine and fuel in the tank (eventually). It has been a while – a couple of months, in fact – but finally I have a spare day, and I've allocated it to doing nothing but driving a Land Rover. My 1957 Land Rover.

It was summer when I last used the Series I. I remember that fact because I was out in it with my eldest son, 62 years to the day after the car was first registered, in Penrith. Under the last rays of sun my lad and I parked the car on a hill, watching farmers hurriedly harvesting their crops with a huge combine, the wagon train of tractors and hoppers creating great clouds of dust. Racing home in the dark, it was

the first time I'd relied on the headlights.

The next day I decided to sort the non-functioning ammeter, which is where my problems started. As I said last month, putting it back together, the ammeter internals had cracked. Reassembly allowed one terminal to short circuit against the ground of the dashboard. Result: one wiring loom becoming a toaster element.

I admit weeks passed before I really set into it, but a few hours here and there I'd stripped the dash panel, cleaned it all, replaced the failed ammeter – from a factory-sealed box, dated 1978 – repaired the damaged earth wiring, and confirmed all was bang-on perfect. I first thought the primary loom had shorted internally, but testing fully showed the only damage was to the earth feeds. The wiring barely a year or so old, I called the manufacturer, Autosparks, and was pleased to be told they could probably repair my existing loom.

Three weeks and £65 later, back it came like a new part again. Over the following week, I slowly got it all back on the car. Much checking with the multimeter put my nervous mind at rest – when you've had a short, it is easy to be paranoid. Pushed out into daylight, for the first time since the summer, I nervously tried the battery lead. Happily spark-free (this time), I soon confirmed the ignition powered up, to the sound of the SU fuel pump chatting away. A tap of the starter, and the 2.0-litre Rover engine was beating

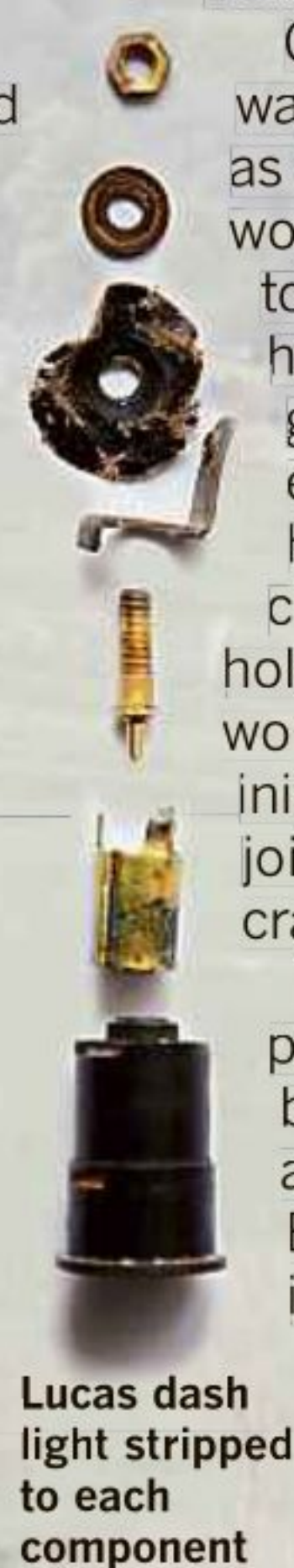
away like the clichéd sewing machine we're always told about. I wonder if sewing machines are ever described as sounding like a Series I Land Rover? I digress.

Ten more minutes and I'd connected the secondary loom and confirmed all was well.

Like a shot, I'd rolled up the canvas and went on a test drive, still in my overalls, a huge smile on my face. Happy to be back in the saddle, I was out for an hour or so, ratcheting over 30 miles on the Jaeger odometer.

Confirming everything electrical was now working, my face creased as the choke warning light just wouldn't illuminate. Common never to be working on a Series I, I'm not happy for such a simple thing to go unfixed. Long story short, I ended up stripping the Lucas bulb holder to its component parts, cleaning the tarnished brass bulb holder, reshaping it and the spring to work as intended, before curing the initial problem, namely the solder joining the back to the front had cracked, stopping the current.

I used to be that person who just booked a car into a garage for work. But no more. Partly inspired by LRM Technical over the years, I've come to enjoy the time



**ALISDAIR CUSICK**  
CONTRIBUTOR

### SERIES I

YEAR: 1957 MILEAGE: 26,600  
MPG: 19 POWER: 52bhp  
TORQUE 101lb ft



learning, understanding and fettling in my own garage. If I can do it, you can, too. Time with the spanners is equally as enjoyable as time at the pedals. The more I learn, the more I understand about the car – and myself.

To celebrate, just like in August, my eldest lad and I enjoyed a sunset drive in the car. No shorts and T shirt for the last days of October though. Canvas cinched tight, the heater blowing on full (well, switched on), and us both wearing two coats, we were smiling nonetheless, satisfied the car isn't just fixed, but improved from before.

I would say we were casually chatting about how nice it was to be out in what our boys refer to as 'Landy', but even shouting it is hard to hear each other over the engine when on the move. Apparently, that's what a sewing machine sounds like.

Celebratory twilight drive – heater on, as are two coats







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## ***Britpart Lynx Eye LED Headlights***



**DA6282** Right hand drive LED headlight - pair

**DA6283** Left hand drive LED headlight - pair

Light source - 8pcs CREE(XML-10W) LED

Durable polycarbonate lens & die-cast aluminium housing provide maximum protection

### **Features & Benefits**

- > Certification - DOT & E-mark
- > 2800LM@30W on low beam
- > 4450LM@48W on high beam
- > Stepless thermal management system built-in
- > Durable polycarbonate lens stands up to harsh environmental conditions
- > Rugged solid LED means never having to replace another bulb again
- > Die-cast aluminium housing provides maximum protection

### **General Specifications**

- > Lens material: Polycarbonate
- > Housing material: Die-cast aluminium
- > Mounting: Replaces PAR56 headlights
- > Mounting connector: H4 and H4 to H13 converter
- > Colour temperature: 6000-6500k

### **Technical Specifications**

- > Low beam: 2.5 amps @12V DC
- > High beam: 2.00 amps @ 24V DC
- > Low beam: 1.25 amps @ 24V DC
- > Row lumen output: 5600LM
- > Effective lumen output: 3640LM



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## ***Britpart LED Light Bars***



- > Housing - aluminium extrusion with black electrophoretic coating
- > Bracket - adjustable heavy-duty stainless steel
- > Lens - Clear polycarbonate
- > Cable length - 500mm
- > ECE Approved
- > Long life/Low power
- > Dual voltage - 12/24V
- > Waterproof rating - IP67

### **DA6284**

500mm LED single light bar

- > Size - including bracket
- > H 98mm x W 574mm x D 91mm
- > Function - Combination beam
- > Watts - 90W
- > Light source - 30 x 3W LED
- > Light output - 7500 Lumens



### **DA6295**

120mm LED single light bar

- > Size - including bracket
- > H 98mm x W 174mm x D 91mm
- > Function - Spot beam
- > Watts - 18W
- > Light source - 6 x 3W LED
- > Light output - 1,500 Lumens



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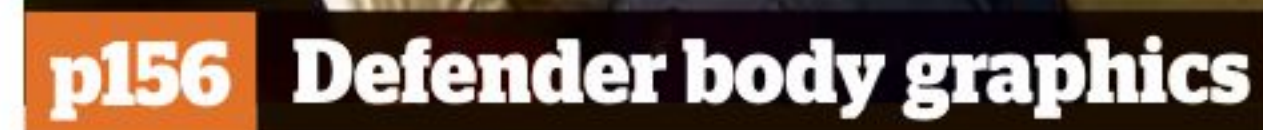
# How to...

Projects, repairs, modifications and advice guide

## p160 Series I engine rebuild, part 5



## p156 Defender body graphics



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We watch how the experts do it

### 160 Series I engine rebuild

Old tech isn't always simpler

# Maintain your air con

**I**F you're driving around this winter without steamed-up windows and windscreen, you've probably got the air conditioning to thank for clear visibility. The air con system dries the incoming air, so there's simply no moisture to stick to the glass, and any moisture already on the glass is absorbed into the dry air and carried away.

Freelander 1 drivers may struggle because these models have notoriously poor interior air flow and depend heavily on a healthy air conditioning system for safe vision in damp weather. Series models don't mist up because all glass is automatically demisted by incoming drafts.

Whichever air-conditioned Land Rover we drive, it's important to keep using the air con during winter, at least some of the time, even if the windows stay clear without it. Using the air con won't make the vehicle interior cool because the manual heating system is capable of overriding it and, if climate control is fitted, the vehicle will automatically mix chilled and hot air to keep the cab temperature at whatever level of warmth we dial in.

The reason for using the air con, even when it seems unnecessary, is simply to keep it in good operational order. The refrigerant inside the system carries oil which helps lubricate internal parts of the

compressor and valves, and circulation helps keep the vital O-seals supple to prevent refrigerant leaking out. Running the system for a few minutes each week will do the trick, and it will also help prevent bacterial growth in the air ducts, which can produce flu-like symptoms in addition to causing an unpleasant smell. If that's already happened, products are available to kill the bacteria.

The air con system won't run if the refrigerant pressure is low, so if your Landy already has a refrigerant leak, don't ignore it until the warm weather returns – it needs fixing now so the system can be run and kept in good order.

The big safety issue in winter is keeping a clear screen, especially for when we turn to head towards the low winter sun when every speck of dirt and moisture will conspire to blind us. We can reduce this by regularly cleaning the inside of the screen, because moisture steaming up the glass doesn't so much adhere to the glass itself, rather to the film of dirt that covers it. Remove the dirt, and the moisture has little to stick to.

Keeping the air con lubricated, the air ducts healthy and the screen clean, will ensure optimum visibility through winter, and will reduce future air con maintenance bills.

**Ed Evans, Technical Editor**



## p152 Multitools on test

### WORK SAFELY

- Wear thick protective gloves when working with sharp edges, grinding, cutting and when using an angle grinder
- Hold the angle grinder with two hands to control torque twist and kick-back
- Wear eye protection when grinding, cutting, wire brushing, sanding, releasing springs and clips, when opening fluid lines and working on overhead parts
- Wear a particle filter when removing rust and cleaning brake parts
- Wear steel toe-capped work shoes that will protect against falling objects and ensure better grip on slippery floors
- When welding, wear specialist welding protective gloves, clothing and mask, and ensure appropriate fire-fighting equipment is available close by
- Never work on a cooling system, nor remove the filler cap, until the engine and coolant are fully cooled; and then always remove the filler cap slowly in case of residual pressure





**CONTRIBUTOR**  
**TREVOR**  
**CUTHBERT**

### NEED TO KNOW

**COST:** £72.64 **TIME:** 3 hours

**DIFFICULTY:** 🐢🐢🐢🐢🐢

**MODELS:** Discovery 2

**TOOLS:** General workshop tools, torque wrench, blowtorch, nut extractor tool, gear puller

**PARTS & COSTS:** All supplied by BLRC Ltd, wheel bearing hub assembly TAY100060, Britpart, £70.84; drive shaft nut COU1534L, Britpart, £1.80

**CONTACT:** BLRC Ltd  
blrcvehiclespecialist.co.uk  
Tel: 02897 511763

#### WORK SAFELY:

- Wear protective gloves or barrier cream
- Wear safety boots
- Ensure raised vehicle is secure and properly supported
- Wear eye protection and suitable gloves and overalls when using blowtorch
- Keep fire-fighting equipment to hand when using a blowtorch, remove flammable materials from the area, and ensure adequate ventilation



# Replacing a front wheel bearing

Replacing Disco 2 front hub bearings isn't the big job you might think it is, assuming all goes well. Trevor Cuthbert reports

**T**HE front wheel bearings on the Discovery 2 will give many miles of trouble-free motoring – my own particular model needed no attention in this area until now, some 17 years and 120k miles into its life. However, unlike earlier Land Rovers, the wheel bearings are part of a sealed hub unit and the assembly is not intended to be serviced, nor would it be easy to do so. Instead, the complete hub is replaced, and this includes a new ABS sensor and cable, new wheel hub and new wheel studs. This means that replacing

the wheel bearing is a more expensive exercise than with earlier Land Rovers, although it is arguably an easier task, with no particular skill needed to set the bearing to the correct tightness and no need to replace hub seals or any other associated components.

Why does the wheel bearing need to be replaced? The short answer is wear – in this case, during a pre-MoT check when I jacked up each wheel and found undue play as the wheel was shaken back and forth.

Another indicator of wear in the wheel bearing is when the infamous 'three amigos' light up on the dashboard. The three amigos are three warning lights: for ABS, hill descent control and traction control. When illuminated, they tell the driver there is a fault with these features and they will not function – so prepare for a locking wheel or two under heavy braking and no traction control in slippery conditions. On checking the 'Trouble Codes' using a diagnostic tool such as Hawkeye by Bearmach, there might be a message like 'Air gap too large for front left hub', or 'Broken wire or sensor at front left hub'. The trouble codes are usually recorded due to wear or play in the relevant wheel bearing. There are of course other causes for the three amigos lights illuminating.





## Removing the old hub assembly



### Safety first

**1** The Discovery must be safely raised on axle stands or on a vehicle ramp (lift) for the job. The road wheel is then removed to get at the hub.

LIKE many jobs on a Land Rover, much time is spent removing associated parts to get at the component that needs to be replaced. In the case of the Discovery wheel bearing hub assembly, the wheel, brake caliper, brake pads and brake disc all need to be removed to get at the hub assembly. It also helps to remove the brake shield.

When removing a series of parts like this, it pays dividends to be organised and methodical. Take note of the order in which things come off, including fixing bolts, so that it is easy to reverse the process when rebuilding – this way you can make sure that everything is refitted correctly. This is very important for safety related systems, such as brakes.

Removing the old hub assembly is straight forward and no specialist tools are needed, save for a gear/hub puller if the drive shaft is stuck in the hub.

I used heat from a blowtorch to help loosen some of the fixing bolts. Should you decide to follow this method, take very great care where the flame is pointed and for how long – it is easy to cause damage to other components in close proximity and, worse, a fire could be started!



### Time to dig down

**2** After removing the road wheel, the brake caliper is moved out of the way by removing the two mounting bolts, which are loosened with a 12 mm socket wrench.



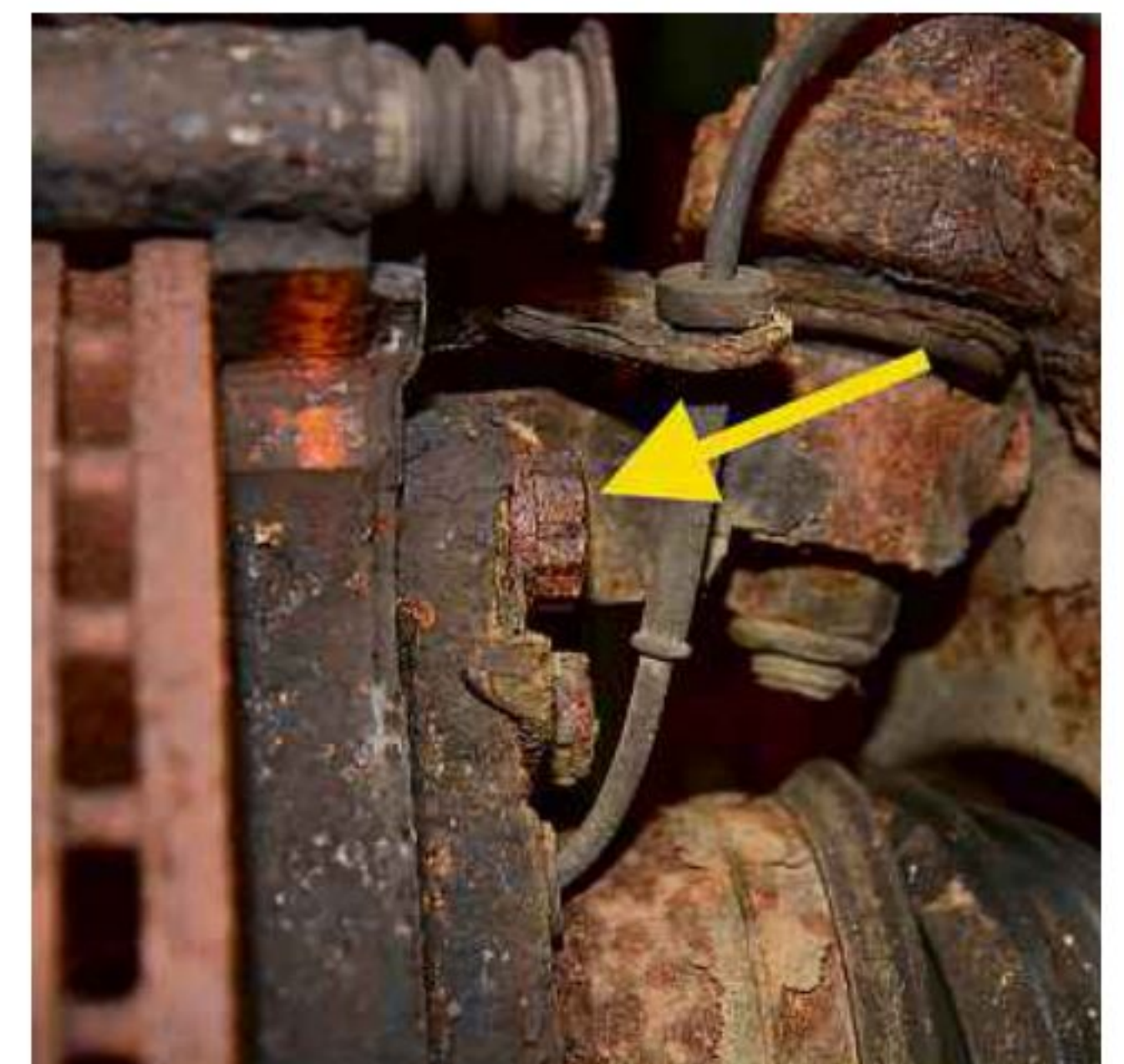
### Keep the fluid in

**3** The caliper is left attached to the hydraulic system and simply tied securely out of the way, so that there is no strain on the flexible hose.



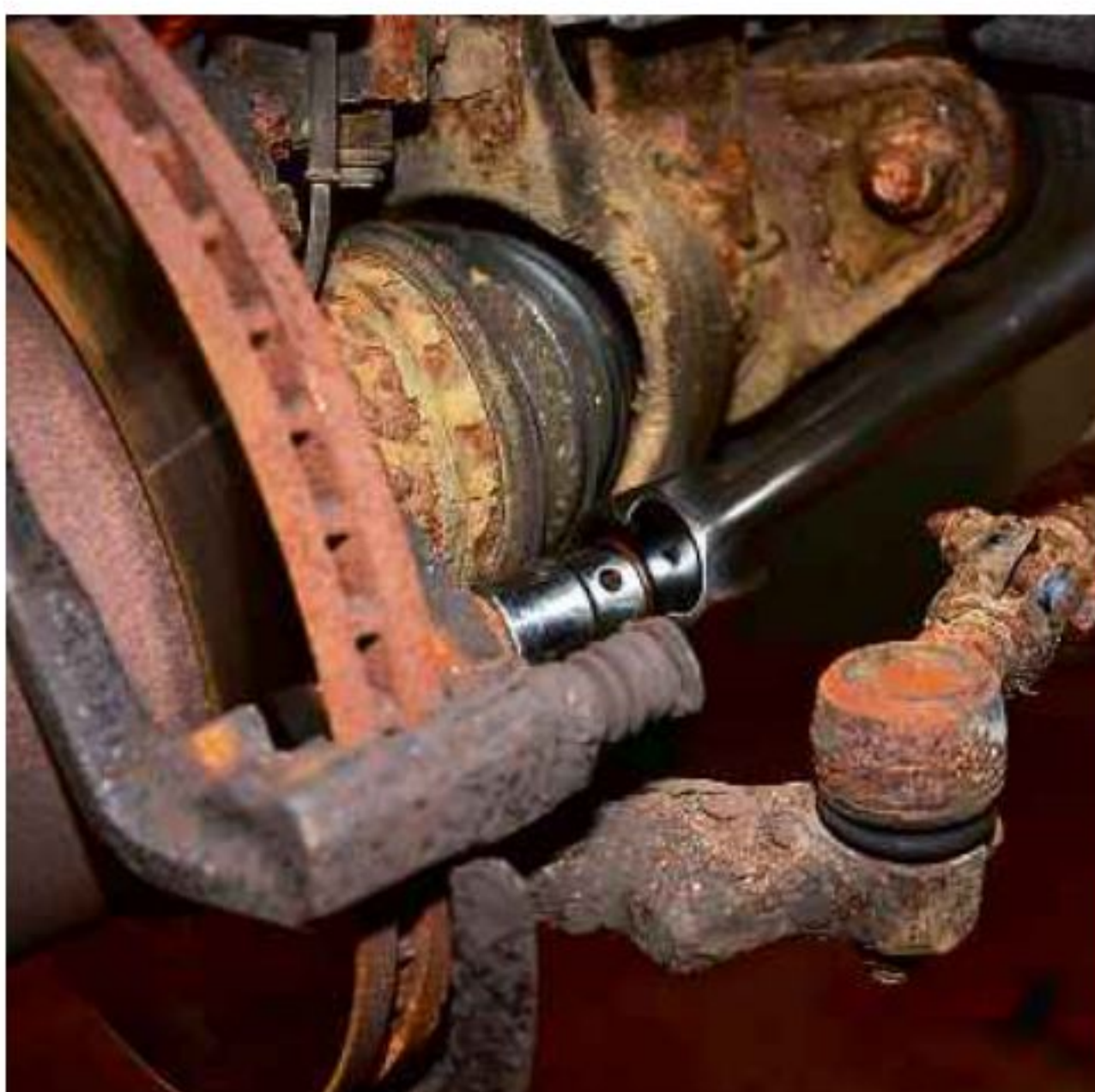
### Keep them in the right order

**4** The brake pads are lifted off now and are set aside, ensuring that they can be re-fitted to the brake disc exactly in their original positions.



### Rust can make them round

**5** The two bolts that hold the brake caliper carrier are bi-hexagon (12-sided). The heads on these bolts are in good condition, as they were recently replaced.



### The correct tool is required

**6** A bi-hex socket wrench is needed to remove the bolts, which are in a fairly tight spot but, with the steering cranked over, you can just see them.



### Off its mountings

**7** The ABS cable that runs from the wheel bearing hub through to the engine bay is unclipped from the mounting point on the brake hose bracket.



### Still in good shape

**8** Very often these caliper bolts would be replaced due to the condition of the head, but rust has not yet ruined the top of these bolts.





### Do sprung sliders work okay?

**9** The caliper carrier can now be lifted off and its condition inspected, particularly the moving parts that can become seized with rust and dirt.



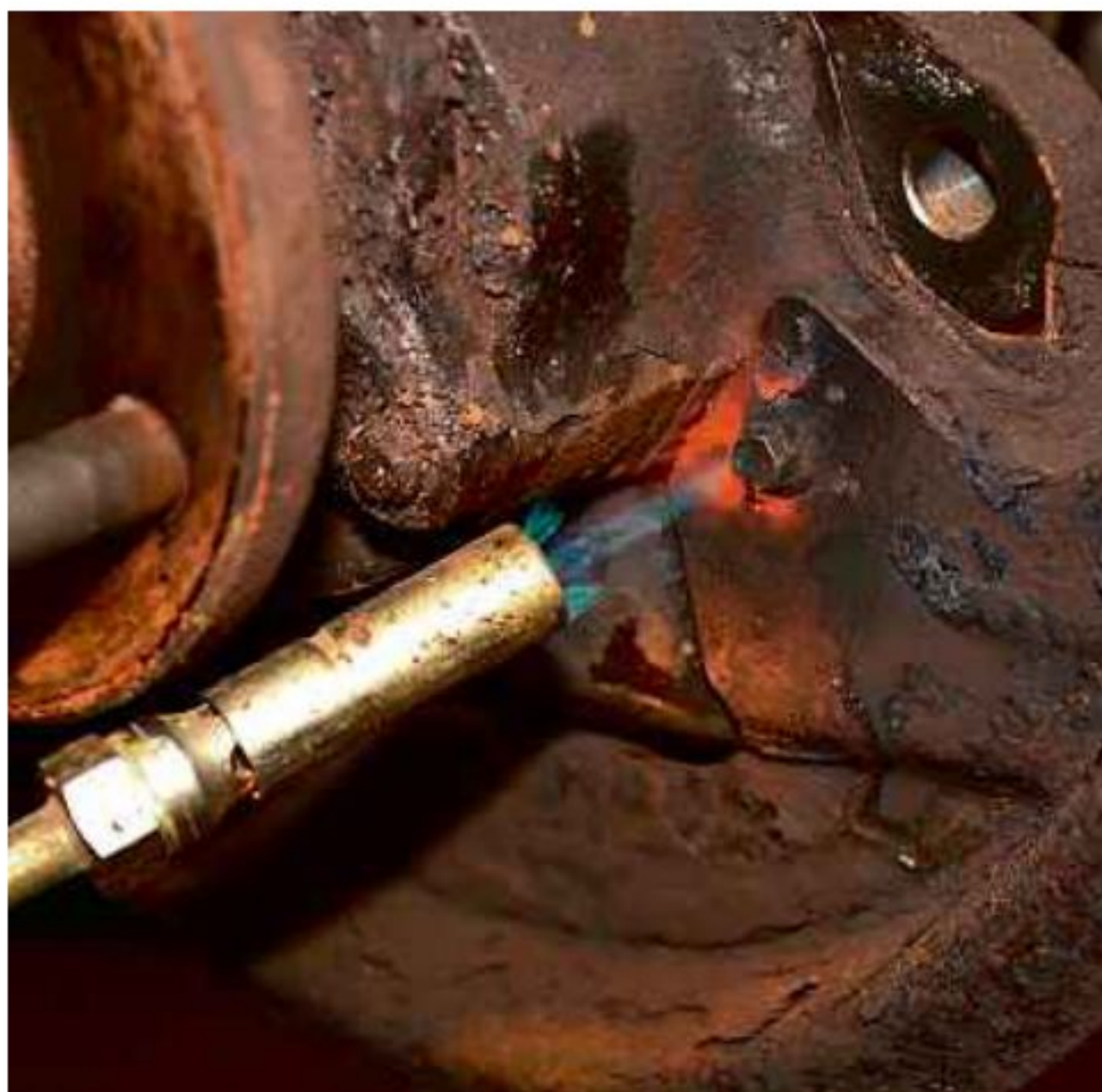
### Use to correct size

**10** Using a big Pozi-drive number 4 screwdriver, the countersunk screw that holds the brake disc is removed, unclipping it from each securing point.



### A good brake rotor

**11** The brake disc is withdrawn, and its condition inspected. This one has very little wear, and no grooving or pitting, so does not need to be replaced.



### Get it out in one piece

**12** The three small flange bolts that hold the brake shield are very prone to shearing off, but the application of some heat will help free them up.



### Thankfully, it is turning

**13** An 8 mm socket wrench is then used to loosen the flange bolts. With the heat having done the trick, the bolts did not shear off in the threaded holes.



### Round head

**14** Where the bolt head has rusted and become too small for an 8 mm socket, a nut extractor tool is used to turn the bolt and successfully remove it.



### Gets it out of the way

**15** The brake shield is now free and can be withdrawn from the hub. While not essential to remove it, the job has been made a little easier.



### Concealed bolt heads

**16** The wheel bearing hub assembly is now fully revealed, showing that it is held in place by four flange bolts that have their heads to the inside of the hub.



### It really does help!

**17** Carefully applying some localised heat to the hub, around where the bolts are threaded into the assembly, makes the job of loosening them a little easier.





## Find one that fits the space

**18** The bolts are loosened using a 15 mm socket wrench. As the work area is quite restricted, I found that a smaller 3/8 inch drive ratchet worked better for this job.



## Last one

**19** The fourth and final bolt is removed. This time there was enough clearance to use a short extension bar, allowing a better arc for the wrench.



## Lots of torque required

**20** The large hub nut in the centre of the wheel bearing hub assembly is removed using a 30 mm socket, in this case using an impact wrench.



## It may not slide off easily

**21** The drive shaft wanted to come out as the hub assembly is withdrawn, which we don't want, so a two-legged puller is used to pull the hub clear.



## Disconnect and remove

**22** Before removing the hub, the ABS lead is unplugged in the engine bay and pushed out through the wheel arch, unclipping it from each securing point.



## Fully stripped

**23** The wheel bearing hub assembly has now been fully removed, along with the ABS cable, having fed it through as the hub was taken off.

## Fitting the new hub

HAVING dismantled the brakes and removed the old hub assembly, it will be fairly obvious how to put it all together again – with the brand-new hub the first item to go into place – particularly if you have been methodical in the strip down. One of the key things is to get the routing of the new ABS cable absolutely correct, from the hub knuckle through to the engine bay, so that it can be correctly clipped in place with no risk of it snagging or getting damaged as the steering operates.

I would have preferred to fit new flange bolts to secure the new wheel bearing hub assembly, as they are inexpensive, but my supplier was out of stock and time was of the essence – the MoT test date was looming.



## Find the correct path

**24** The new ABS cable needs to be routed through from the hub location to the engine bay in exactly the same way that the old one had been placed.



## Shiny new and complete

**25** The new replacement wheel bearing hub assembly comes with a new ABS sensor and lead, which provides reliability to the system with the fresh components.





### Fits like a glove

**26** With the ABS cable correctly routed, the new wheel bearing hub assembly is gently tapped in position in the knuckle, ready for the bolts to be fitted.



### Firmly bolted

**27** The four flange bolts are now back in place and tightened to 100 Nm using a torque wrench. The brake shield has also been replaced.



### Back on and secure

**28** The brake disc can now be refitted over the new hub assembly and the countersunk screw tightened back in place, using the number 4 Pozi-drive screwdriver.



### Adding the brakes

**29** As the build up continues, the brake caliper carrier is next to be refitted using the original bolts, tightened with the 19 mm bi-hex socket wrench.



### Lots of life

**30** The brake pads have plenty of wear left in them and are refitted, making certain that they are the same way around as they were originally.



### Untied and united

**31** The brake caliper is undone from its securing position and refitted to the carrier using the original bolts and tightened with a 12 mm socket wrench.



### It is the best policy

**32** A brand-new driveshaft nut should be used as a matter of course, and the original one discarded – it's important for safety. They are inexpensive.



### Very tight indeed

**33** The new driveshaft nut is fitted and tightened to 490 Nm using an impact wrench initially, and then finally checked with a torque wrench.



### This will keep it on

**34** After the driveshaft nut is tightened, it is 'staked' to the shaft using a punch or similar to bend the rim into the shaft's groove, preventing it loosening.





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# Transfer box super sump

Ed Evans tries a new type of transfer box sump on his Series III, and weighs up the benefits

**T**HE main problem we in the UK have with the Series transfer box is perpetual oil leaks from the pressed steel cover on the bottom of the unit. Impact damage and thermal expansion combined with low rigidity of the cover plate means leakage past the gasket between the plate and the transfer box casing is common. Fitting a new cover, re-jointing and tightening the securing nuts in careful sequence may cure the problem, but I've just fitted a new product to my own Series III which I hope will solve the problem for good.

Wootz, in Tucson, Arizona, sent a sample of their transfer box sump which replaces the pressed steel plate. The Wootz sump is cast aluminium, so should have a similar expansion rate to the transfer case it's bolted to. It looks tough enough to withstand off-road impact, and has a thick flange that shouldn't distort after bolting up.

It's also designed to assist cooling by allowing for a larger oil capacity and by dissipating heat through its cast cooling fins. Excess heat isn't a known problem here in the UK, but in warmer climes, covering long distances, especially with

**TECHNICAL EDITOR**  
**ED EVANS**

**NEED TO KNOW**

**COST:** \$260 (£202 at current exchange rates, carriage from £25)

**TIME:** 1 hour

**DIFFICULTY:** 🐢🐢🐢🐢🐢

**MODELS:** Series I, I and III

**TOOLS:** General workshop tools, including imperial size sockets and open-ended spanners.

**CONTACT:** wootzinc.com  
Email: info@wootzinc.com

heavy loads, transmission oil temperature can be a concern (see separate panel 'Wootz Series IIA'). As a bonus, it looks a lovely piece of kit when you take a look under the vehicle.

I fitted the sample sump to my own Series III to check the quality and fit of the kit and, in the long term, to see if the flange stays leak tight. Here's what's involved.



### Class kit

**1** The Wootz kit includes the cast aluminium large capacity sump with cooling fins, a thick gasket, new fixing bolts, a magnetic sump plug and clear instructions.



### Drip point

**2** The standard closing plate on the transfer box usually weeps a little oil from the gasket at the lower end, despite careful fitting.



### A good sign

**3** After cleaning around the drain plug, the oil is drained into a clean receptacle. This oil is like new, a sign all is well in the transfer box.





## Nuts and washers

**4** While the oil continues to drain, the 7/16 AF nuts and washers are removed. If re-using the old pan, they would be released in sequence to prevent distortion.



## Uncovered

**5** The cover pan will need light persuasion with the end of a screwdriver to separate it from the gasket, ensuring the transfer box joint face is not marked.



## Remove studs

**6** The flange studs need to be removed because the new sump will be held by bolts. First, two nuts are wound onto the stud, and tightened together.



## Extracting

**7** The nuts grip the thread so, using a spanner only on the nut nearest the flange, the stud can be screwed out. Use two spanners to remove the nuts.



## Flange prep

**8** With the studs out, it's now easier to scrape off the old gasket. Ensure it is completely removed, then wipe the area with solvent to remove oil.



## Flatting

**9** The flange face is cleaned off with emery cloth backed by a flat file. This ensures a clean level surface and highlights any high spots or depressions.



## Oiled up

**10** After cleaning debris away with a cloth, EP90 oil is spread over the flange face with a finger to help the new gasket come away easily next time.



## Ready to fit

**11** New gasket positioned on the sump after lightly greasing the flange to hold the gasket in place during assembly (and help it release in the future).



## Initial attachment

**12** For ease, the sump is offered up and one bolt fitted to hold it. It can then be positioned, checking the holes in the flanges and gasket align.





## MONTHLY TECHNICAL



### Gently and evenly

**13** The bolts are tightened in gradual stages, working on geometrically opposite bolts (as for a cylinder head) to avoid putting stress on the flange. Bolt heads are 3/8 AF.



### Plugged

**14** The sump's machined drain plug (9/16 AF head), which incorporates a magnet to collect any metallic wear debris from the oil, is fitted and torqued to 9.7 Nm.



### Extra capacity

**15** The larger sump takes around 3.7 litres, which is a lot of squeeze bottles. A low-cost oil transfer pump is better (see LRM August 2019 product test).



### Convenience and clearance

**16** Minimum ground clearance is unaffected by the new sump. Oil changes will be an easier job: done from the side of the vehicle with a normal socket spanner.

### Wootz Series IIA

THE Wootz sump was initially developed for the company's own 1964 109 Station Wagon, which is rebuilt on a 110 chassis. It's powered by a big American V8 engine driving through an NV4500 truck transmission coupled to the standard Series IIA transfer box. There's no concern over the strength of the transfer box in this situation but, as a daily driver in temperatures up to 50 deg C, Wootz expects the cooling effect of the fins and increased oil capacity to prolong the life of the whole transmission and to have similar benefits in cooler climates.





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# Multitools

Which one of these handy all-in-ones is best to keep on board your Land Rover? Martin Saarinen reports

**A** multitool is a great addition to any vehicle. It cuts, grips, turns screws and could prove invaluable in a breakdown, helping with a get-you-home-fix.

A multitool's benefit won't end on the roadside, either, because it will also prove useful for small jobs around the house or in the workshop. A good multitool will quickly become a handy companion during camping trips, cycle rides and any other outdoor activities you pursue as well. But with most manufacturers offering the same selection of tools and advertising the same capabilities, picking the right multitool is difficult. We've lined up eight in a test to help you choose the right one.



### GERBER Centre-Drive

**PRICE:** £149.99 **RATING:** ★★★★★

**CONTACT:** 0844 5678 365, gerber-store.co.uk

THE Gerber is great for its unique layout and high-quality tools. Unlike others here, its pliers don't fold out, but are pushed out. The sleek profile, combined with spring-loaded plier jaws, makes the Centre-Drive easy to use single-handed. Another highlight is the 9cm blade; it topped our cutting tests and, like other top performers, sits at the bottom of the tool when folded out. What really impressed us was how well-engineered the screwdriver is. Its 8cm shaft is the longest here and locks into place, as with its other tools. Not cheap, but worth every penny.



### LEATHERMAN Wave+

**PRICE:** £134.95 **RATING:** ★★★★★

**CONTACT:** leatherman.co.uk

THE Wave+ has a sleek profile that makes it easy to use with one hand. Its pliers are not spring-loaded, though, so it was harder to work with at times. There's an excellent 8cm blade that is extremely sharp. It excelled in our cutting tests and, thanks to the compact size, it was easy to operate. Its petite proportions also made it easy to use as a screwdriver, but we would have preferred a slightly longer shaft for the driver. However, we liked the fact that the Wave+ comes with a double-toothed saw, because this made cutting piping a lot quicker.



### VICTORINOX SwissTool

**PRICE:** £145 **RATING:** ★★★★★

**CONTACT:** victorinox.com

AT 290g, the SwissTool from Victorinox was the heaviest on test, but the weight comes from a selection of high-quality tools and clever engineering. The Phillips-head screwdriver is slightly slanted, so it sits at the centre of the tool when folded out, making it more balanced to use. As with the Leatherman, the SwissTool's sides double as rulers. The large profile and lack of spring-loaded jaws made it slightly more cumbersome to use single-handed. We liked the 8cm blade because it's really sharp and, as with the other 12 tools, it locks easily into place. The double-toothed saw topped our cutting tests.





## SOG PowerLock V-Cutter

**PRICE:** £108.95 **RATING:** ★★★★★  
**CONTACT:** 033 0300 0400, heinnie.com

A few interesting features mark out the PowerLock V-Cutter. The first is the patent-pending V-Cutter tool that's good for slicing small wires and string. The rest of the package impresses, too. Although its pliers are not springloaded, the sleek profile makes it easy to use single-handed. Its sides double as rulers and we liked how well the 7cm knife cuts. There's also a sharp, double-toothed saw that easily cut through plastic piping. We liked the fact that all of the high-quality tools lock into place. The screwdriver was easy to use, although rivals such as Victorinox and Gerber have better bits.



## DRAPER Pocket Multi-Tool

**PRICE:** £24.30 **RATING:** ★★★★★  
**CONTACT:** 023 8049 4333 drapertools.com

THE Draper beats many of our top performers on price, but still functions and feels like a top-quality item. We liked how easy it was to use single-handed, thanks to the springloaded jaws and a straight profile that sits well in your hand. All of the tools lock into place and there's an easy-release mechanism to unlock them back. The 7cm blade was a little behind our top performers when cutting and carving, but it still feels like a decent unit. We liked the Phillips and flat-head screwdrivers because they had a longer shaft than other budget tools here. But we'd have preferred a double-toothed saw instead of the single version.



## SEALEY PK36 Multitool 15-Function

**PRICE:** £34.74 **RATING:** ★★★★★  
**CONTACT:** 01284 757500, sealey.co.uk

ANOTHER multitool to consider if you are on a budget, because you get a good piece of kit with individually-locking tools. The plier jaws are spring-loaded, and the small profile of the unit means it sits well in your palm and is easy to use in tight spaces. The screwdrivers could have been more user-friendly, because they didn't quite match the performance of the top products here, while the small, 5cm blade struggled in some of our cutting tests. But the Sealey impressed us with its sharp, double-toothed saw, and the PK36 also had the largest pair of scissors in this test.



## SOG PowerLitre

**PRICE:** £59.95 **RATING:** ★★★★★  
**CONTACT:** 033 0300 0400, heinnie.com

THIS is the smallest tool we tested and, at 128g, also the lightest. But SOG does a great job of proving that a compact size doesn't entail a compromise on quality or capability. The PowerLitre's 6cm blade proved sharp and better at cutting through piping than some of its larger rivals. Although the jaws aren't spring-loaded, the PowerLitre's small size makes it very easy to use single-handed. A pair of scissors is also included. It's worth noting that the PowerLitre is the only tool here not to come with a pouch for storing and attaching to your belt.



## STANLEY 12-in-1 Multitool

**PRICE:** £15.19 **RATING:** ★★★★★  
**CONTACT:** stanleytools.com

THE Stanley 12-in-1 is the cheapest unit on test. It comes with all the essential tools you may need, but we would have liked them to lock in place to help prevent injuries. The plier jaws are not spring-loaded, and the convex shape of the tool makes the 12-in-1 slightly awkward to use single-handed. In our cutting tests the 6.5cm blade struggled, but we did like the fact that the saw was double-toothed, which helped it cut through piping faster. The screwdriver was another unit that fell behind in quality and capability.

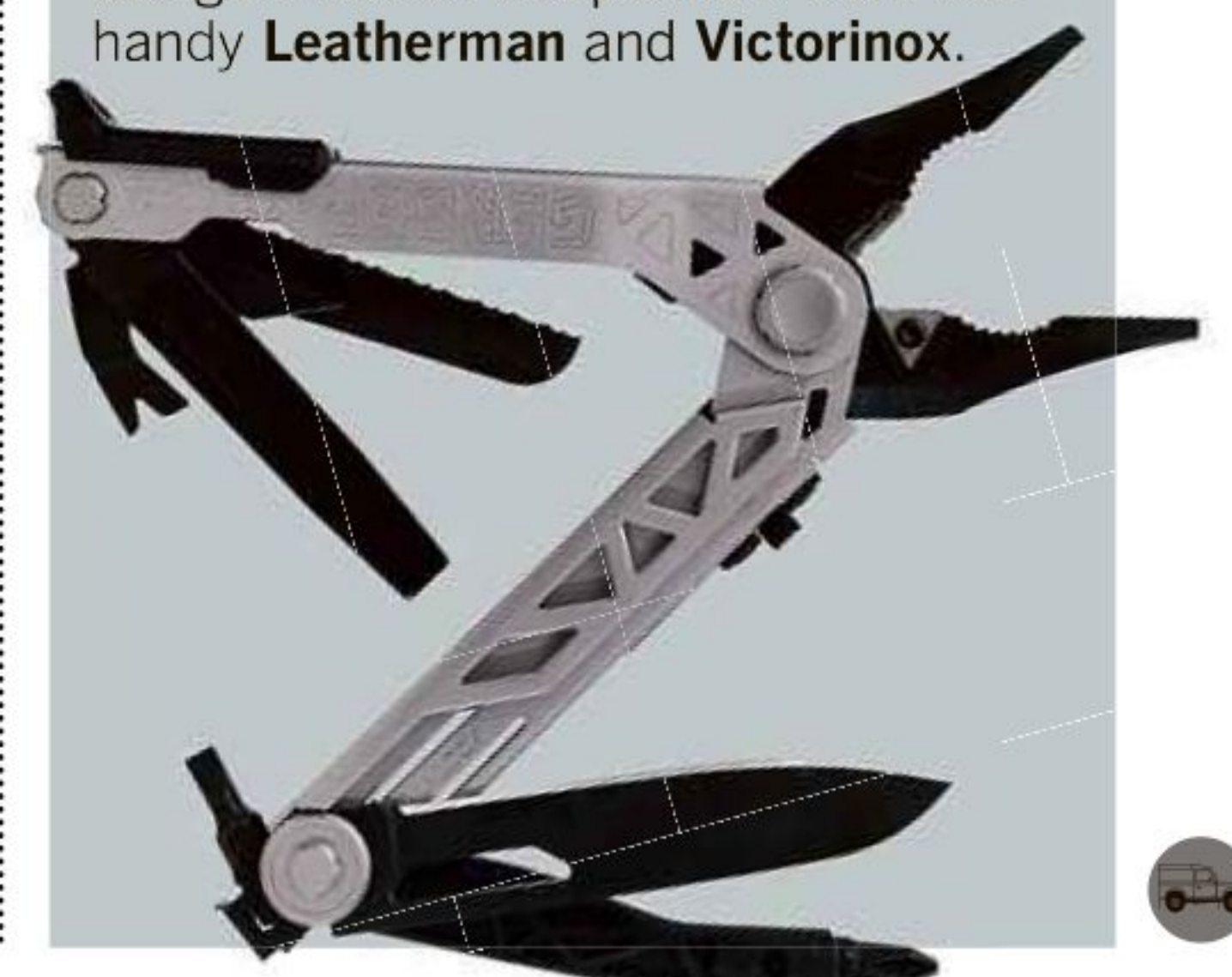
## HOW WE TESTED

WE looked for high-quality tools that were easy to hold and work with. Pliers that could be used single-handed scored well. Knives and saws faced cutting tests to rate sharpness and ease of operation.

Tools that locked in place scored extra points, because this is a crucial safety feature. We also assessed the screwdrivers on each tool, while price was the final factor that we considered.

## VERDICT

THE Gerber Centre-Drive wins by mixing top-quality tools with a clever design. Also on the podium were the handy Leatherman and Victorinox.







# Head Torches

Which head torch is best to shine a light on tough jobs? Dave Pollard finds out...

**W**ORKING on your Land Rover often requires extra light, whether it's underneath, in the engine bay or behind the dashboard.

While an inspection lamp or flashlight can often do the trick, sometimes a better option is to use a head torch. It will always be shining exactly where you're looking and, more importantly, it leaves both hands free. In addition, head torches are light and easy to store in a glovebox for night-time emergencies and, of course, they can be used for non-automotive activities such as camping, cycling or hiking.

We tried eight models, a mix of alkaline and rechargeable, to find the shining stars.



**LAND ROVER**  
MONTHLY  
**PRO CHOICE**  
PRODUCT TEST 2019

**COAST FL13R**  
Rechargeable Head Torch  
with COB LED Light

**PRICE:** £23.94  
**RATING:** ★★★★★  
**CONTACT:** 01858 410551,  
coastportland.com  
**POWER:** Li-po rechargeable

THE brand-new FL13R performed extremely well. The two white-light modes (270 and 85 lumens) were ideal for outdoor, garage and under-bonnet work. It also came with solid and flashing red options, ideal for camping and emergencies. Even though it is a rechargeable, it weighed 55g – the lightest here – and extremely comfortable as a result. There's no hands-free option, but it is certified IPX4 against moisture, and American ANSI-rated against drop damage. With a great price and a five-year warranty, it eased ahead to win.



**LAND ROVER**  
MONTHLY  
**HIGHLY COMMENDED**  
PRODUCT TEST 2019

**COLEMAN CXS+300R**  
Rechargeable LED Head Lamp

**PRICE:** £38.99  
**RATING:** ★★★★★  
**CONTACT:** 01275 845 024,  
coleman.eu  
**POWER:** Li-ion rechargeable

This rechargeable LED head lamp from Coleman is an impressive piece of kit, awash with useful goodies. Like the Coast (left), it is IPX4 and ANSI-certified against moisture and knocks. It also boasts gesture control to toggle through the four flood and spot modes, together with REAX automatic close-up/distance beam adjustment. There's also the BatteryGuard function, to prevent gradual battery draining. It worked well in the engine bay and garage, and wasn't bad outside. Sadly its higher price tag let it down in this test.



**LAND ROVER**  
MONTHLY  
**HIGHLY COMMENDED**  
PRODUCT TEST 2019

**DRAPER**  
3W COB LED  
Head Lamp 66018

**PRICE:** £7.14  
**RATING:** ★★★★★  
**CONTACT:** 023 8049 4333,  
drapertools.com  
**POWER:** 3 x AAA

THE Draper's specification looks distinctly lacking, because it has no zoom function, just 130 lumens (high/low) available, and none of the features fitted to some of the competition. The top-mounted button was a bit hair-trigger, which was good when we were working, but it was easy to operate accidentally when making adjustments. In use, the torch was surprisingly good for garage and engine work, and it includes a flashing red mode. But most important is the price – a real bargain, with a two-year parts warranty and batteries included.





## PRINCETON TEC Snap LED Head Torch

**PRICE:** £49.95

**RATING:** ★★★★★

**CONTACT:** 01539 766626, whitbyandco.co.uk

**POWER:** 3 x AAA

THE Snap takes the award for versatility, and then some. IPX4-certified with a five-year warranty, the torch and battery make a neat unit which snaps magnetically into its holder on the headband. It's then easy to remove and use it as it is on a metal surface, or place it in a holder to make a camping-style lantern; alternatively, you can strap it onto an adaptor for use on a bicycle. The adjustment from max to min was infinitely adjustable by pressing and holding the button, and the spread was good, but we would have liked a red beam and flashing option at this price.



## SEALEY HT110 3W Head Torch with Motion Sensor & Hand Torch

**PRICE:** £20.22

**RATING:** ★★★★★

**CONTACT:** 01284 757500, sealey.co.uk

**POWER:** 3 x AAA

LIKE the Ring (right), this Sealey had a rear-mounted battery with an over-the-head strap. The top button toggled through the full (170 lumen) and half beams, plus flash mode. Tapping the red button at the side activated the motion sensor, although this operated only on full mode, which was a bit limiting. We found that the light was heavily biased to the centre, and we would have preferred a zoom function for engine-bay work. It's not as powerful as we'd like but it is very good value, especially because it also includes a small, 110 lumen LED hand torch in the bubble pack.



## RING Zoom 240 LED Rechargeable Head Torch

**PRICE:** £27.98

**RATING:** ★★★★★

**CONTACT:** 0113 213 2000, ringautomotive.com

**POWER:** Li-po rechargeable

RING'S first new head torch for a while boasts an impressive maximum output of 270 lumens from its rechargeable 3.7 V battery, mounted at the rear – probably as well, being the heaviest we tried, at 186 g. The quoted battery life was good, a full seven hours at maximum, and eight hours at the lower rate of 115 lumens. We also liked the zoom function, which gave great distance performance. It didn't quite zoom out far enough for engine-bay work, although both light modes worked well. Overall, it's not bad, but it felt like the specification could have been higher.



## LEDLENSER iH5 Head Lamp

**PRICE:** £39.95

**RATING:** ★★★★★

**CONTACT:** 01344 876222, ledco.co.uk

**POWER:** 1 x AA

The IP54-certified iH5 featured just one battery, despite its claimed 200 lumens maximum output. As ever, the high build quality was backed up by a seven-year warranty. There were just two modes – high and low – and we liked the zoom function, which worked like a camera focus ring. It was handy to be able to pop out the torch from the headband and use it hand-held or with its pen clip. It was a bit pricey, but the gap from high to low beams was too big: 200 L to 20 L.



## PRINCETON Tec Remix LED Head Torch

**PRICE:** £54.95

**RATING:** ★★★★★

**CONTACT:** 01539 766626, whitbyandco.co.uk

**POWER:** 3 x AAA

THE Remix had a typically asymmetric Princeton design that featured a cluster of three LEDs on one side and one Maxbright LED at the other. Each side offered a high and low setting, flood and spot. Pressing the large on/off button on the IPX4-rated device brought high or low, but to switch sources required press and hold. Between them, we could find something that was suitable for most requirements. Despite having no zoom or red option, it was the most expensive we tried.

### HOW WE TESTED

WE used the torches while working on a Land Rover in the engine bay and under a wheel arch, as well as assessing how useful they were both in a darkened garage and outdoors.

The spread of light from the widest beam to spot at one metre was measured, and we looked for comfort, ease of adjustment, beam spread and practicality. Plus we marked for extras, like a flashing mode, red beam, power-saving and anti-moisture/knock certification.

All non-rechargeables had batteries, and price from online sources was taken into account.

### VERDICT

**COLEMAN's** head torch beat everyone on specification, but its higher price meant it had to give best to the new **Coast** rechargeable, while the **Draper** 66018 outperformed its budget price to take third place.







TECHNICAL  
EDITOR  
**EDEVANS**

**NEED TO KNOW**

**COST:** £70 upwards

**TIME:** 1 hour per side

**DIFFICULTY:** [5 icons]

**MODELS:** Standard graphics on Defender, Discovery 1, Series models, and specialist graphics on all others

**TOOLS:** Glass-cleaning squeegee, masking tape, paint/surface cleaner



**On a roll**

**1** The new County graphics arrived from the Bulgarian seller rolled in a cardboard tube, in perfect order. Rolling had not affected them, and they soon flattened out.

# Applying body graphics

As more Land Rovers are restored, their original body graphics need to be renewed, and it's a job that can go right, or very wrong. Ed Evans watches an expert

**B**EFORE a Land Rover is repainted, any original body graphics have to be destroyed as part of the preparation process. And when the new paint is on and hardened, applying replacement graphics is a testing task – one wrong move, and the whole job is done for.

Graphics aren't only applied after a respray. They can fitted to any vehicle that has still retained a clean and flat body surface. Retro Land Rover graphics



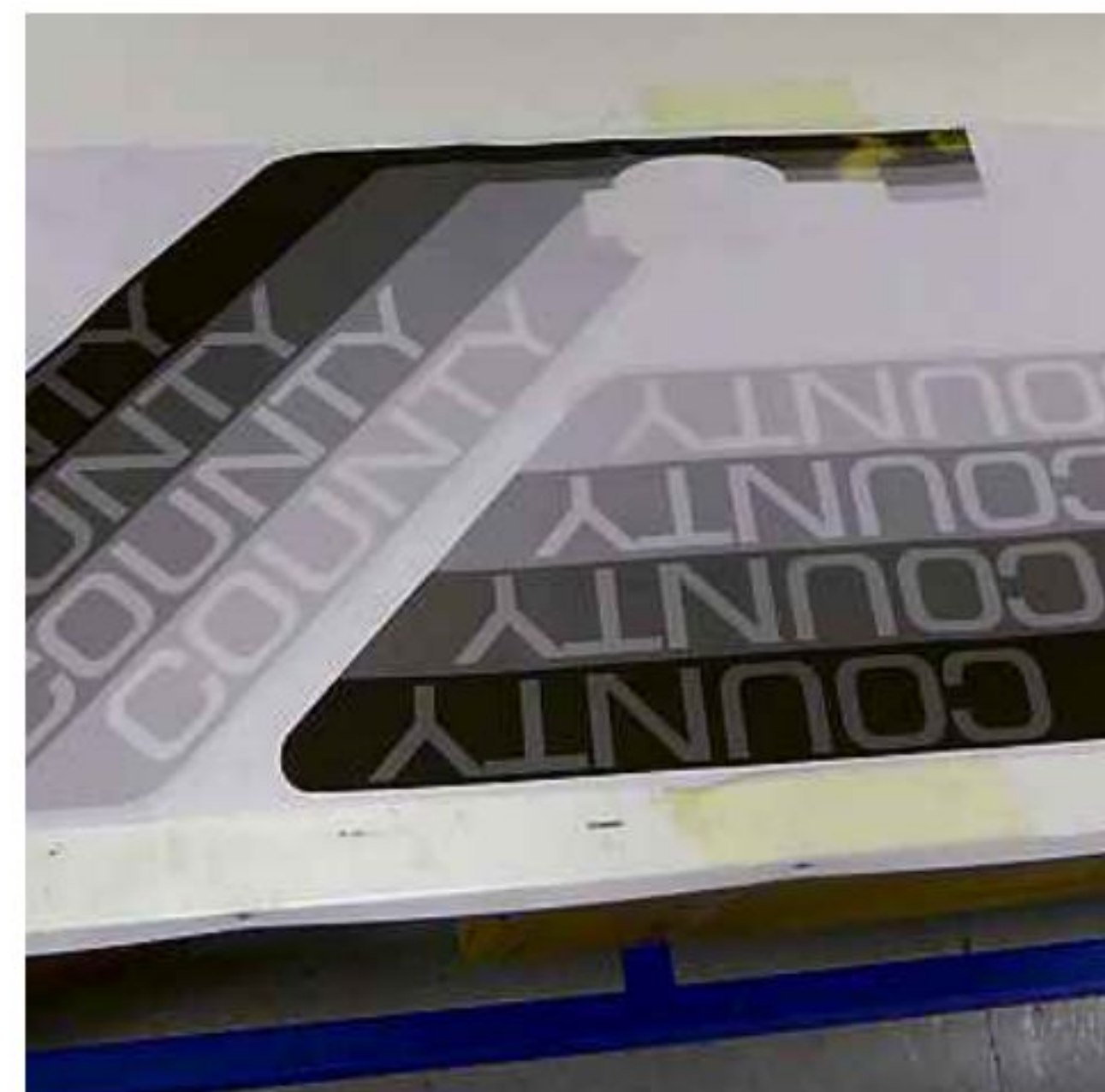
There are plenty of reasons to apply body graphics, particularly for specialist vehicles

can give a standard vehicle a visual lift or endear a period look, and personalised graphics can change the style of the vehicle, convey business information or advise others of a vehicle's special purpose.

My own 1989 Ninety shown here lost its original County graphics during its restoration and repaint, and the finished build looked notably devoid of its original character – that is, until a new set was located and applied.

Original Land Rover graphics aren't easy to come by. They take a bit of searching for, but they are available, and there are also reproduction graphics to be had. After nine months of searching, the graphics used here were bought from a seller in Bulgaria. They went on perfectly and, a year later, their colour is fast, adhesion is good, and they haven't shrunk, which has been a problem with some reproduction items in the past.

Britpart's Steve Grant has plenty of experience in applying this type of product, and of course getting it right first time (there's no second chance with these self-adhesive graphics). So I was happy to leave the job in his capable hands. Here's how he did it . . .



**Held flat**

**2** Graphics for both sides of the vehicle are on the same sheet, which is stretched out on a clean, flat work surface and held with masking tape.



**Stiffener**

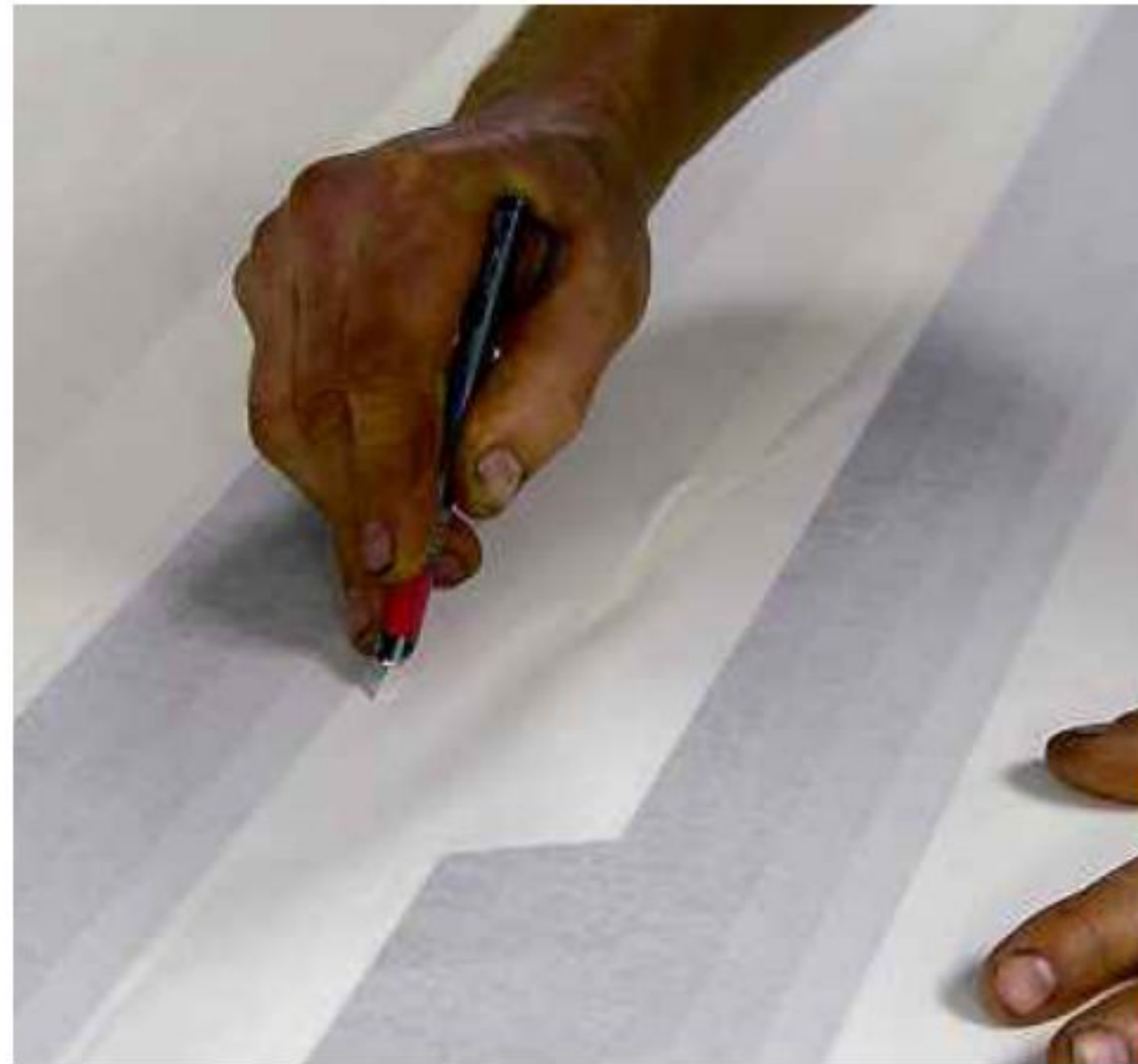
**3** A sheet of translucent application tape is laid over the graphics and flattened down with a squeegee. This makes the graphics stiffer for easier fitting.





## Trim and cut

**4** Each graphic section is carefully cut out with a craft knife leaving a small border area around it. The cut needs to be clean through.



## Side stripes

**5** Here, the two stripes for the sides of the rear body tub are being cut out. A steady hand is needed and the material kept flat.



## Four parts

**6** We now have the four individual sections ready to apply – the County lettering for each side door, and the matching stripes for each rear wing.



## Super clean

**7** Any wax polish needs to be removed from the body. This brand new unwaxed paintwork is being wiped with ammonia-free cleaner (for glass/plastics).



## Perfectly positioned

**8** The decals (with attached application tape) are accurately aligned on the body panels and across the door gap, and held in place with pieces of masking tape.



## Hinged

**9** Each graphic section will be applied one half at a time. Here, Steve applies a couple of 'hinge' tapes diagonally across the middle of this door graphic



## Peeled off

**10** The bottom half is now carefully folded back to the hinge tape, and the backing paper peeled away to expose the adhesive on the back of the graphic.



## Careful cut

**11** With the rolled bottom section of the graphic held clear, the backing paper is carefully cut away, taking care not to nick the paintwork underneath



## Re-fix

**12** The graphic is slowly rolled back onto the door, using the squeegee to expel air and flatten the graphic onto the panel as the adhesive fixes it in place.





### Progression

**13** The squeegee is worked gradually downward, fixing the graphic as it goes until the lower edge is reached. The bottom half of the graphic is now fixed in place.



### Upper half

**14** With the lower part fixed, the hinge tape is removed and the upper half of the graphic peeled back. The remaining backing paper is now peeled off.



### Adhere to panel

**15** In the same way as before, the upper half of the graphic is rolled and flattened onto the panel using the squeegee, taking care around door handle cut-out.



### Exposure

**16** Now that this graphic section is fully fixed to the door panel, the translucent application tape is carefully peeled away to reveal the face of the graphic.



### See-through letters

**17** With the graphic firmly attached, the maker's clear application tape supporting the lower COUNTY letters (which are cut out to show paint behind) is now peeled off.



### Rear stripes

**18** Steve now moves to the rear section. The vertical hinge tape is applied and the left edge is being peeled back to remove the backing tape, as before.



### Completion

**19** The rear section is completed following the same procedure as for the door, though using erasable guide marks on the body to ensure alignment.



### Just like new

**20** It's a perfect job, but the vehicle should ideally be kept dry for a few weeks while the water-based adhesive fully hardens and sets.

### Fitting tip

IF an alignment problem occurs during fitting, slight adjustment can be achieved by applying a light water spray to the panel before laying the affected section. The graphics have a water-based adhesive on the underside which is exposed when the backing paper is removed. So the light water spray allows the graphic to slide a little. The water will later be expelled by the squeegee when smoothing the graphic down onto the panel.





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**TECH EDITOR**  
**ED EVANS**

### NEED TO KNOW

**TIME:** 4 hours

**DIFFICULTY:**

**TOOLS:** General workshop tools, piston ring compressor, torque wrench, engine stand or strong stable bench

**PARTS AND COSTS:** Approx £300 (manufacturer JP Pistons, Aus), check Google for UK stockists

**THANKS TO:** Steve Grant and Britpart

INSIGHT

**Series I rebuild**

PART FIVE

# Engine build - crank and pistons

Old technology isn't necessarily simpler, in fact it demands a lot of old-style thinking, as Ed Evans explains

**T**HIS is the most fascinating engine build I've been involved in. Maybe that's because I've never built a Series I engine, but then, nor has Britpart's Steve Grant who is about to assemble this one. Of course, we had the workshop manual, a lot of advice from Series I specialists, Steve's ingenuity, and the fact that both of us have built plenty of engines in the past. So, based on previous experiences, I was expecting the job to be finished some time after lunch. Later that day, we were quite pleased to have successfully fitted just the crankshaft and pistons.

It was the fitting of the pistons that had us thinking. On most engines it's simple – you attach the piston to the conrod and feed the conrod into the cylinder from the top, using a ring compressor to hold the piston rings in as the piston passes into the bore.

There are three reasons why this doesn't work for this 2.0-litre Series I engine. First, the conrod's big-end bearing journal is too wide to pass down through the cylinder. Second, the top surface of the block is angled and has the hemispherical combustion chamber machined into it so, unlike on a conventional block, the piston ring compressor doesn't hold the rings in as the piston is entered into the cylinder. The third reason is that it's impossible to enter the piston upward from

underneath because the internal casting shapes prevent the use of the piston ring compressor.

The workshop manual has the answer – before fitting the piston to the conrod with the gudgeon pin, push the conrod up from inside to meet the piston being entered from above, and then fit the gudgeon pin to link the two together. That doesn't address the problem of entering the piston rings into the bore, and we didn't use that method anyway.



### Story so far

This rare 1949 Series I owned by Britpart's Paul Myers was bought as a stalled project with the chassis restored and an assortment of new, old and partly refurbished body panels loosely fitted for delivery. The body is now restored and built up onto the chassis, with the wiring loom and fuel and brake pipes fitted. The rebuilt transmission is installed, too, so it's time now to rebuild the dismantled engine.

### Differences



### Other engines

**1** On this V8, the conrod with piston, enters from the top of the cylinder and slides in. But the Series I conrod is too wide to fit through.



### Usual flat face

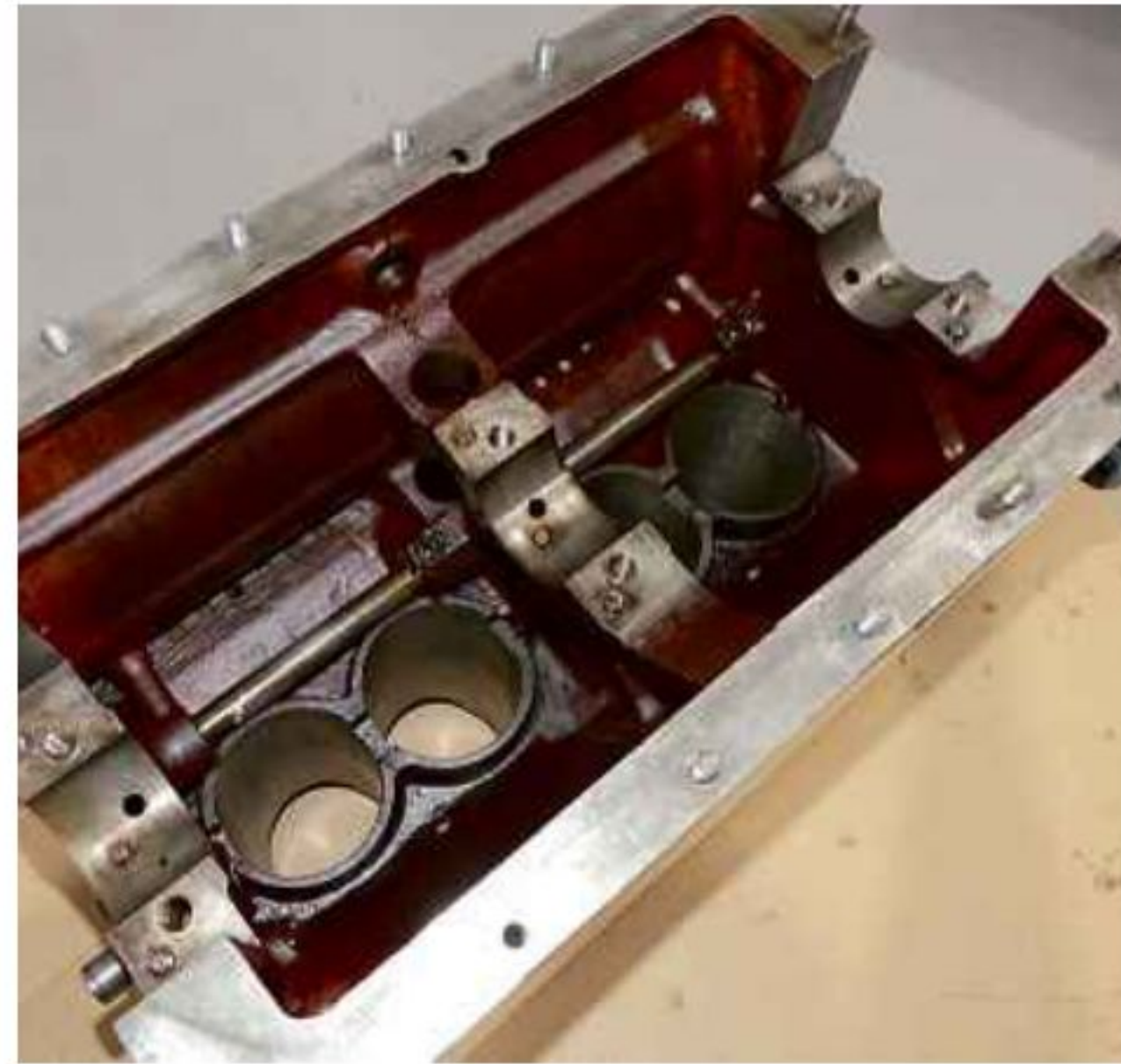
**2** Normally, a piston ring compressor band rests against the block's flat face while the piston is tapped through into the bore – but SI block face is variously angled.





## Sloped and shaped

**3** The engine block is freshly painted with new core plugs fitted, ready for the build. Note the sloping top face and combustion chamber cut into the block.



## Inverted

**4** Inside, the engine block has been scrupulously cleaned, including inside that full-length tubular oil gallery running alongside the ends of the cylinder bores.



## Obstructed

**5** Because of the tubular oil gallery, the pistons can't be inserted from here – the cast bosses supporting the oil tube restrict space for the piston ring compressor.

## Preparatory work



## Pick and choose

**6** It's essential to have every component pre-prepared and readily accessible so it can be quickly picked up as needed. Keep everything safe and clean.



## Pinned

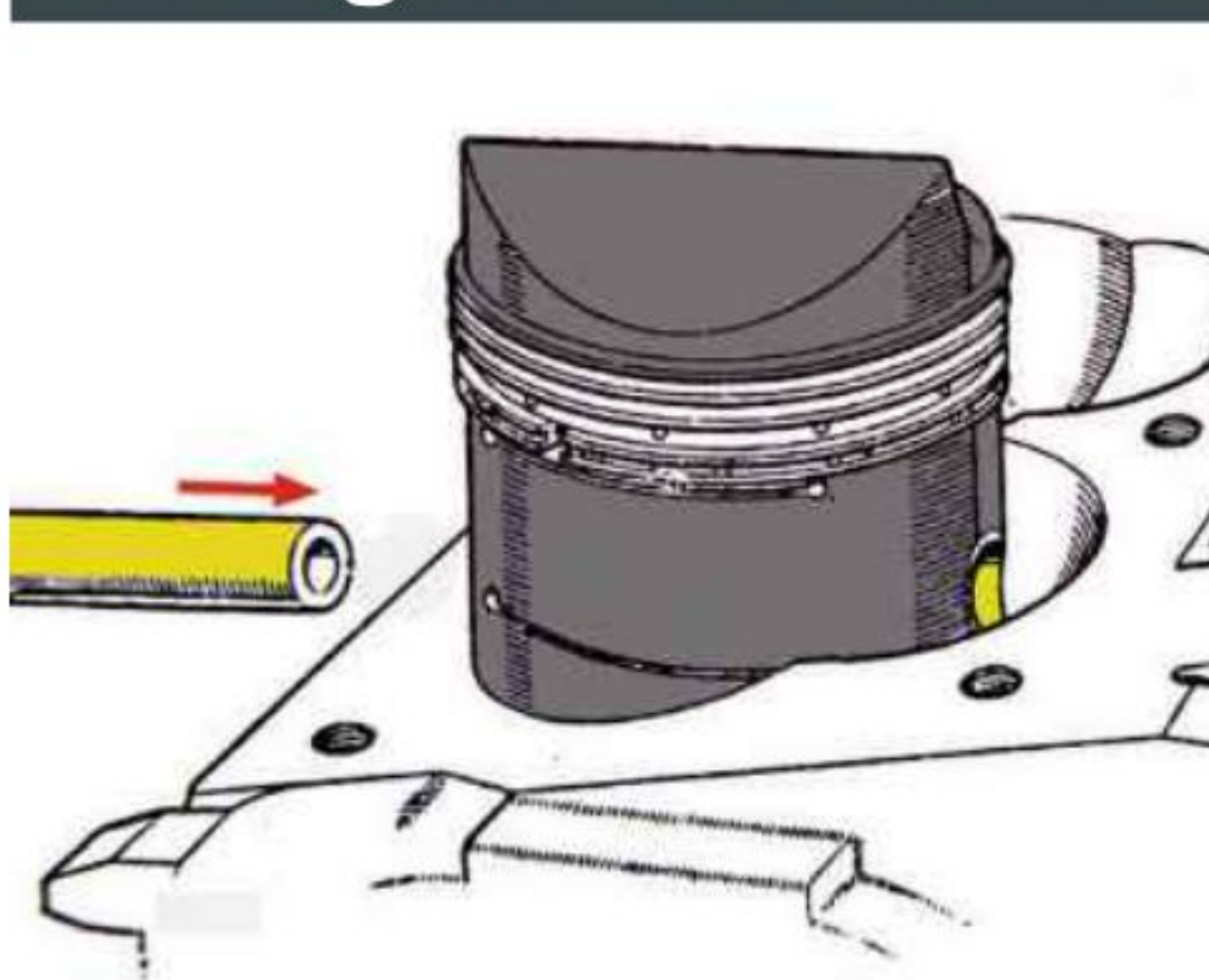
**7** The pistons and conrods are already assembled with the gudgeon pins fitted to the pistons with circlips. Piston ring sets will be fitted later.



## Bore identity

**8** The new pistons have the previous overbore size of +60 thou. Original conrods and their bearing caps are factory stamped with respective cylinder numbers.

## Fitting the Pistons and conrods



## By the book

**9** LR manual suggests fitting the piston from above while entering the conrod into it from below, and fitting the gudgeon pin (yellow) from here. We didn't do this.



## Insertion point

**10** With engine upended, the first piston with conrod is oiled and inserted into the pre-oiled bore. Big-end bolts removed from conrods to give extra clearance.



## Ring position

**11** The piston is pulled far enough out of the top of the block to fit the piston rings here, after first applying engine oil to the ring grooves.





### Fit lowest first

**12** The oil control ring comprises three sections: an expander (centre) inside the control ring, and a retaining segment on each side of the control ring.



### Easy on

**13** Each part of the oil control ring assembly is carefully slid over the piston one at a time in the correct order, and seated in the ring groove.



### The proper tool

**14** The three piston rings are fitted using ring pliers which hold them expanded clear of the piston surface to avoid damage. Individual ring gap positions are staggered.



### Tight squeeze

**15** With all rings fitted, the piston needs to be pushed back into the cylinder bore using a piston ring compressor, despite the sloping face of the block.



### Compressed

**16** Compressor holds the piston rings in while the piston is tapped into the bore, but parts of the rings will be exposed before they enter.



### Tricky shapes

**17** The rings enter at each side of the bore, but elsewhere become exposed by the slope. So they are carefully squeezed in by hand as the piston descends.



### All in safely

**18** When all rings are nipped by the cylinder bore, the compressor is removed and the piston pushed home, carefully guiding each ring.



### Orientated

**19** The piston is rotated to bring the conrod into alignment for the crankshaft. Note piston crown blends with slope of block and combustion chamber.



### Bolts to go

**20** All the pistons and conrods are in. But earlier we removed all the conrod bearing bolts to improve access, and now they need to be refitted.





## An accurate fit

**21** The conrod bolts were tapped out with a copper hammer, so are tight to refit. And the cutaway head must be accurately aligned to match the conrod.



## Pulled up

**22** Inside the block, big-end bolts are entered into the conrod from below and pulled up using a G-clamp working on a suitably sized socket over the bolt end.



## Crankshaft bearing shells

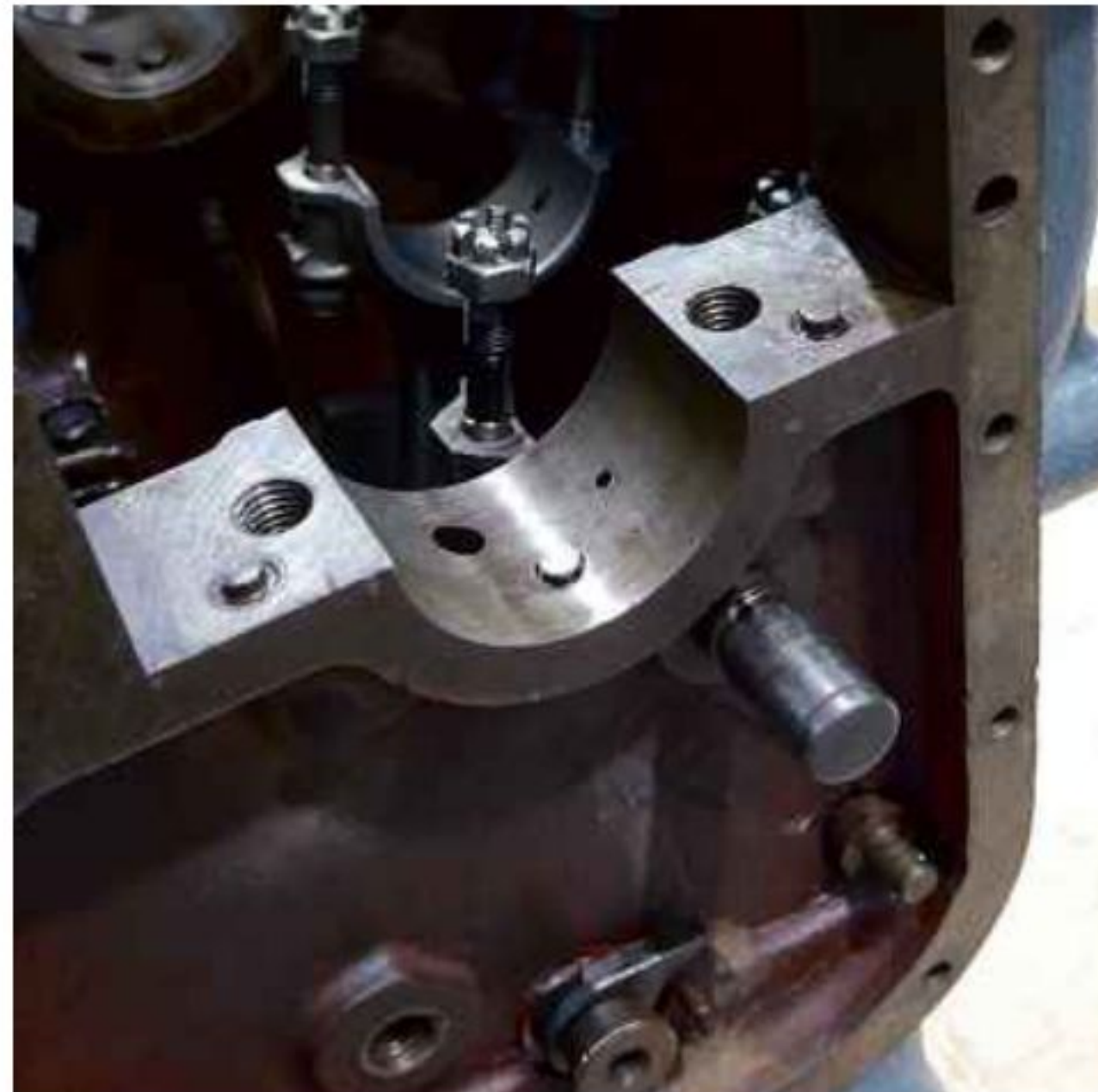
## Big-ends

**23** The conrod ends are cleaned and new big-end bearing shell halves are pressed in by hand, engaging the single tag with the recess in the conrod.



## Lubrication

**24** Engine assembly grease is applied to each of the new bearing shells. This provides initial lubrication on start-up, and will dissolve into the normal engine oil.



## Main bearings

**25** Main bearing journals have a dowel to locate the shell. Large hole supplies oil to bearing, small hole feeds timing chain oil to bearing, small hole feeds timing chain tensioner shaft protruding below.



## Dowelled

**26** The two upper holes in this number 1 (front) bearing shell correspond with the oil drillings in the block. The offset hole engages the dowel.



## Centre main

**27** The centre main bearing shell incorporates a thrust flange on each side to deal with load imposed by the crank's tendency to move longitudinally.



## Craftwork

**28** The centre main shell was slightly off-centre (one edge higher than the block face) due to the dowel hole being tight. Careful filing and cleaning sorted it.



## Installing the crankshaft

## Final prep

**29** Crankshaft journals have been polished and it's ready to fit. Before installation, oil galleries are blown through with compressed air and shaft wiped clean.

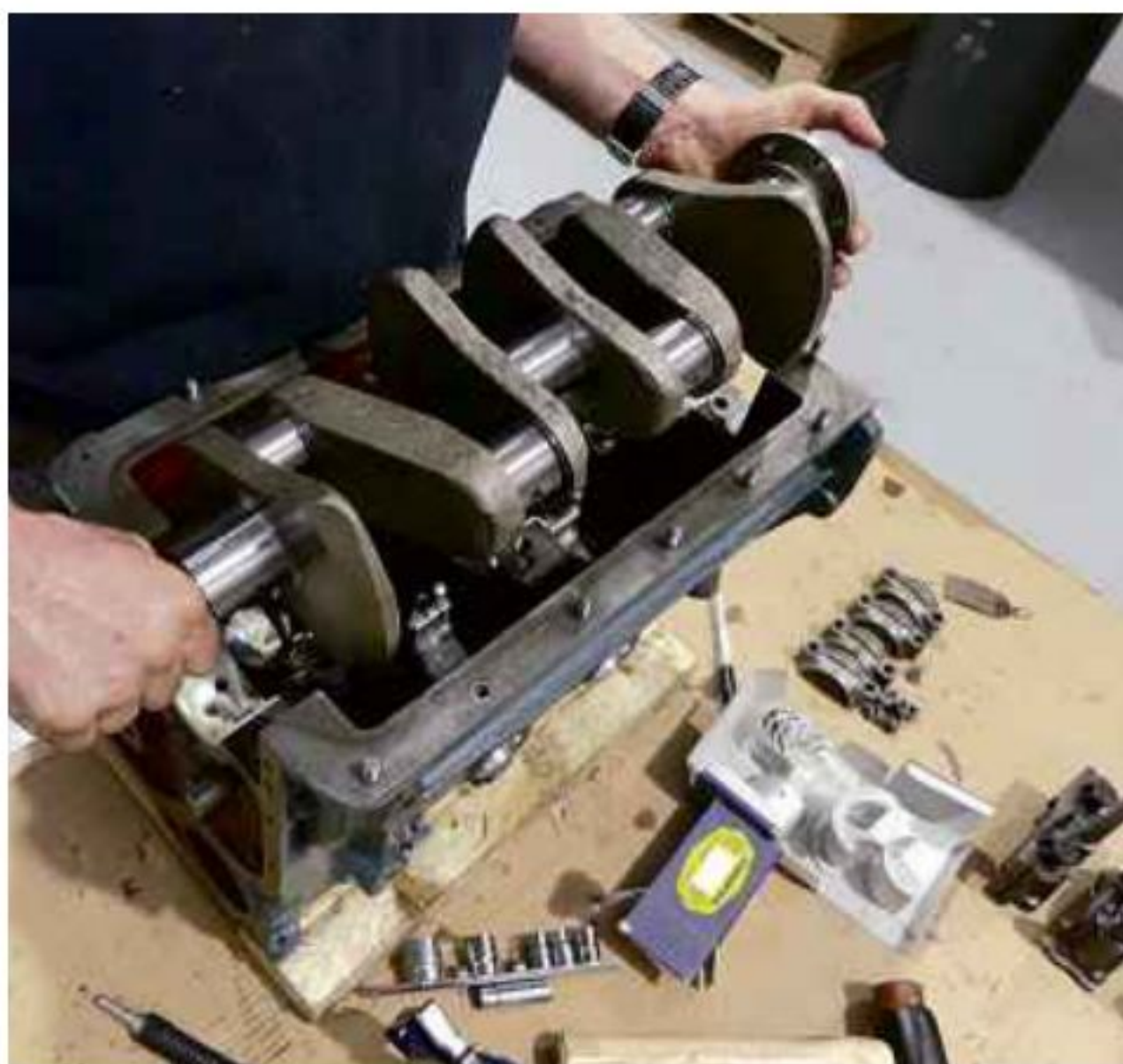






### Caps ready

**30** The main bearing caps are cleaned again and laid out in fitting order. Main caps are numbered to their block positions; big end caps are numbered to the conrods.



### Careful fit

**31** After applying assembly grease to the bearing shells, the conrods are positioned to meet the crankshaft journals and the crankshaft is carefully lowered into the main bearings.



### Capping off

**32** The centre main bearing cap shell, with the flanged thrust bearing faces, is pressed in by hand, again located by a dowel. This number 2 centre main bearing cap is fitted first.



### Pre-lube

**33** Assembly grease has been applied on the journal face and thrust faces before carefully sliding the centre bearing cap into position over the crankshaft.



### Next cap

**34** The bolts are fitted to the centre main cap and lightly tightened. Now, the number 1 main bearing (foreground) cap can be installed in the same way.



### Rear main bearing cap

### Oil retention

**35** The rear crank bearing has an oil thrower ring, seen behind the flange. The bearing cap fits between the machined faces of the block, sealed by cork strips.



### Inlaid

**36** After meticulously cleaning the grooves in the sides of the bearing cap, the cork sealing strips are carefully inserted, pressed full in, and cut to length.



### Two-way

**37** Here the two horizontal sections are fitted and trimmed. The lower edge of the verticals can be chamfered to aid entry of the bearing cap into the block.



### Entry

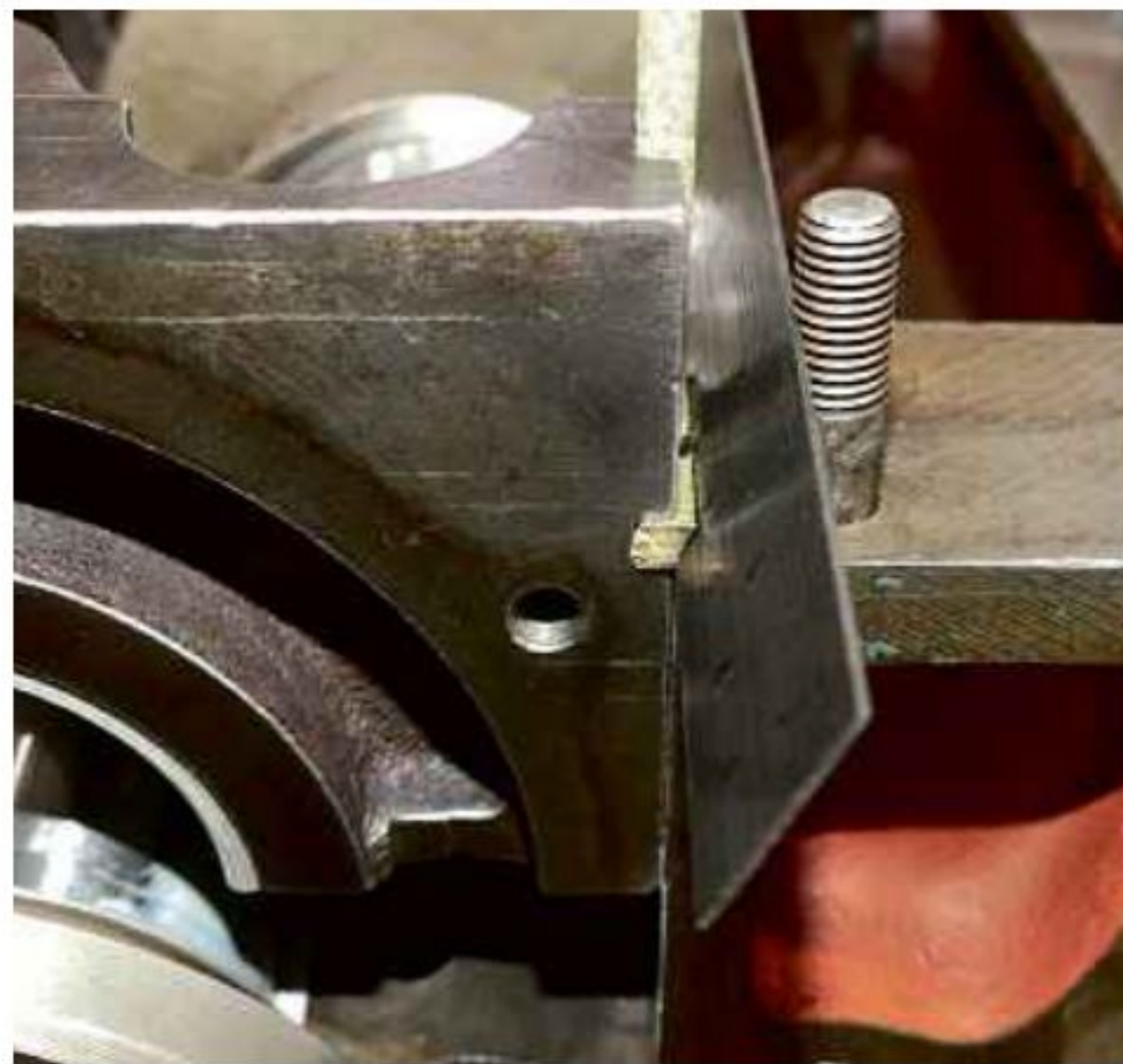
**38** The block sides are lightly smeared with assembly grease to help the bearing cap slide in. Initially, it's a case of ensuring the cork gaskets enter cleanly.





## Tight squeeze

**39** As the bearing cap is pushed down, the horizontal cork strips meet the edge of the block. They need to be pushed and held in to avoid damage.



## Nice trick

**40** Two steel rules, one wedged each side between the underside of the cork and a stud thread, provide a firm slope to guide the cork in safely.



## Positioned

**41** The bearing cap can now be pushed and tapped fully down onto the block, and the two (shorter) bolts fitted and tightened gently for now.



## Torqued

**42** After checking the crankshaft remains free to turn, all the main bearing bolts are tightened gradually and evenly, re-checking crank movement, and finally torqued to 60lb ft.



## Connecting the conrods

## Big-ends

**43** Finally, we fit the big-end bearing caps to the conrods, locating them to the crankshaft. The shells are then pressed in, locating the tag (oil hole is redundant).



## Greased

**44** Caps are fitted to respective numbered conrods with assembly grease around the shell. The castellated nuts are tightened lightly and the crank checked for free rotation.



## Torque and turn

**45** The nuts are torqued to 30lb ft, then further turned to align a castellation with the hole in the stud to fit the locking pin. Rotation re-checked.



## Locked

**46** The head of each split-pin sits vertically within the castellation, and the split end is folded two ways around the nut to provide a permanent lock.



## Job done

**47** It's been a slow and careful assembly, but that's the only way to be sure that everything will work perfectly when the engine is closed up and running.

**Next time:** THE engine build progresses to the next stage of fitting the camshaft, its bearings and the valve operating system. The cylinder head has already been assembled so, with luck, we may just get the head on, the sump on, and have the complete engine boxed up and ready to install in the Series I.



# CLASSIFIEDS

## WANTED

### DEFENDER WHEELS

Set of alloy wheels to fit a Land Rover Defender - anything considered. Telephone David **07855155898** Lancashire.

## BITS AND BOBS

### WEBSITE NAME

I am looking to sell the following website domain names that I own: Landroveraboveandbeyond.co.uk and Landroveraboveandbeyond.com. Serious offers only. For enquiries call **07866 452923**.

### D3 TYRES AND RIMS

Brand-new and never been used on the road, 235/70/R17(111H) x2, **£150**, alloy rim used in excellent condition, 17 inch, **£45**, Surrey, **07718 533824**.



### TYRES AND RIMS

General Grabber tyre and steel rims, set of 5 used, very good condition, lots of tread left, rims clean, surplus to requirements, **£300 ono**, Norfolk, **01692 403158**.

## TRAILERS

Penman ex-MoD folding trailer, immaculate condition, previously carried bridge-laying equipment, **£1450 ONO**, 3-bike motorcycle trailer, spare wheel, great condition, **£450**, Galvanised boat trailer, would suit 4-5 metre boat, unbraked, **£500**, Honda 240XR EX Para recce bike, needs registering, have all the paperwork, **£1600**, Ifor Williams 8x5 tipping trailer with mesh sides, **£2500**, open to offers, **07931 857604**, Kent.

**£400 - £2999**



### RANGE ROVER P38

1998 2.5DT manual, oxford blue, grey cloth, 183000 miles, coil spring conversion, body needs tidying but underneath solid and never welded, MoT February 2020. engine is using coolant so needs attention but runs smoothly. well maintained with several recent parts, **£900**, Norfolk, **07905 349884**.



### DISCOVERY 1

1997 Discovery 1 300Tdi, bit tatty on the outside but no rot underneath at all, done over 300,000 miles but had engine change at 136,000 miles, includes winch and winch bumper, 4 new tyres, spare power steering box included, just been for a service, ready to drive away, **£750**, Doncaster, **07380 180958**.



### FREELANDER 1

2003 Freelander 1 Td4, interior in very good condition, runs very well at the moment, great fuel economy, **£1100**, London, **07375 741830**.



### FREELANDER 1

2003 Freelander 1 Td4, 130,000 miles, well cared for, in very good nick, first person who sees it will buy it, **£1000**, **07823 685356**, Didsbury, Manchester.



### DISCOVERY 1

1995 Discovery 1 300Tdi, 114,000 miles, N reg, bodywork scraped from greenlaning, engine good and strong with EGR delete, just had oil flush and filter change, recent new springs and shocks all round, all-new track rod ends, steering damper, new bushes in panhard rod, trailing and radius arms, arches and boot floor welded for last MoT, chassis excellent, currently wearing 245/75 16 mud tyres, **£1350**, Dorset, **07553 970070**.

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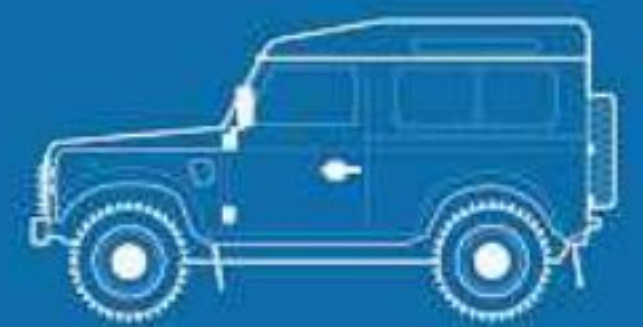
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1 x unused MoD 8ft Bunce snow plough with fixing brackets, one of those things that you will only need a handful of times a year, if that (thanks global warming – Ed). **£1700, Kent, 07803024726 / 01692 403158.**



### FREELANDER 2

2006 Freelander 2.0 TD4 HSE Diesel Automatic, 150,000 miles, leather trim, heated seats, sunroof, Harman Kardon, 17" alloy wheels, air conditioning, parking sensors, MoT until **09/05/2020, drives well, £1750, 07518 229677, Berkshire.**



### DISCOVERY 1

2000 Discovery 1 Tdi Auto, rare opportunity to own the best Land Rover Discovery on the market, one lady owner from new, full service history from Barratts, immaculate condition has to be seen to be believed, 152,000 miles, first to see will definitely buy, automatic, new MoT, 7 seater, tow bar, rc player, all original, **£1995, Kent, 07808 515740.**



### DISCOVERY 2

2002 Discovery 2, 158,000 miles, FSH, facelift model, never been welded, new brakes all round, cruise control, tyres like new, black interior, just had a service, electric twin sunroof, **£2150, Cornwall, 07506 699911.**



Ad heading (For example: **DEFENDER90**): .....

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# CLASSIFIEDS



## DISCOVERY 2

2000 Discovery 2 V8, 78,000 miles, MoT until July 2020, nice clean car inside and out, has some age-related marks on the bodywork, tows well, have used it for pulling a horse box and no longer need it, still on air on the rear which is in good working order, no nasty knocks or bangs, please get in touch for more details, **£2250, 07530 233898, West Yorkshire.**



## DEFENDER 110

G reg, 300Tdi, Salisbury axles, king cab, flat back 110, toolbox underneath, chassis needs welding, no MoT, **£2400 inc VAT, North Norfolk, 07502 400658.**



## DISCOVERY 3

2008 TDV6 Auto, 161,000 miles, FSH, good condition inside and out, recent inspection at Land Rover Main Dealer prior to this sale, all required work completed, 12 months MoT, included in sale full set of 17" inch original wheels with Continental Mud & Snow tyres, stereo system upgraded to a touchscreen with GPS, DAB, USB, Wi-Fi, selling as no longer need big 4x4 as work circumstances have changed, **£4650, 07746 199838, Somerset.**

**£3000 - £4999**



## DISCOVERY 3 COMMERCIAL

2005 Discovery 3 Commercial is ideal for a conversion project, is currently off the road, but driving, needs turbo waste gate sensors replaced and new brake discs, have a used turbo with sensors to send with the vehicle plus various spares, 4 new Coopers M&S tyres, diagnostic kit, 370,000 kms, six-speed manual, two seat commercial, towbar, **€3500 Euros, tel 00353 87 2249228, Achill Island, County Mayo, Ireland.**



## DEFENDER 90

1995 Defender 300Tdi, 128,000 miles, starts instantly and runs nicely, MoT until February 2020, front prop shaft off as needs a new UJ, still drives fine, **£3800, 07807 743213, Shropshire.**



## DISCOVERY 3

2006 Discovery 3 S TDV6, 12 month MoT, six-speed manual, 109,000 miles, rear reverse camera, brand-new tow bar, low mileage, seven seats, great vehicle, **Doncaster, 07760813904.**

**£5000 - £9999**



## NINETY

1986 Land Rover 90 2.5 diesel, hard top, good condition, MoT until February 2020 and recently serviced, 207, 187 miles, enormous fun to drive and still drives very well, two bench seats in the back, so comfortable for six people, **£5095 ono, 07810 796291 or email smbenjamin@hotmail.com.**



## SERIES III

Diesel 1975 long wheelbase, hard back with side windows, good runner, chassis very good, overdrive, F.W. hubs, MoT and tax exempt, **£6000, possible part ex for short wheel base, 07846 39256, Blackpool Lancashire.**



## DEFENDER 90

1994 Defender 90, has full history available, lots spent on it recently, loads of extras such as roofrack, side steps, winch, adjustable tow bar, drives well, great off-road, **£5450, 07510 440446, Lanark.**



## DEFENDER 90

1993 Defender 90 200Tdi pick up, 148,000 miles, 9 months MoT, few modifications, Cobra bucket seats, rollcage, snorkel, winch bumper freshly painted, Superwinch Talon 10.5, Modurals 265 Insa-Turbos, freshly cleaned underside, no mud at all, original chassis in good condition, has had a couple minor patches as expected, loads of work done in the last few years, selling due to lack of use, **£5350, 07972 751743, Plymouth, Devon.**



## FREELANDER 2

2010 Land Rover Freelander 2 TD4 GS, 140,000 miles, this has been a brilliant car for driving around Scottish roads, tow bar and roofrack, hands free phone system, MoT until October 2020, cruise control, heated windscreen, one owner from new. **£5500. 07979003785.**



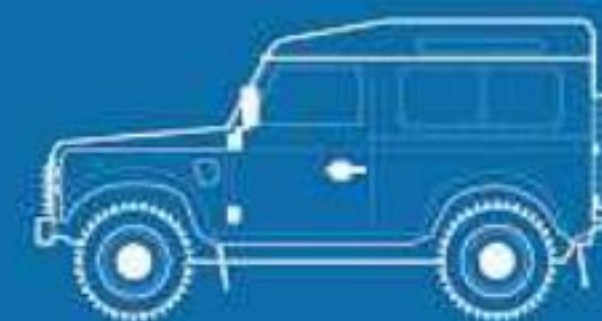
## DEFENDER 110

2007 Defender 110 HiCap, MoT June 2020, 146,000 miles, six-speed gearbox, good all round condition, just been serviced including all oils and filters, good tyres, **£5700, 07890 091887, Dumfries, Scotland.**

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## RANGE ROVER CLASSIC

1996 Range Rover Vogue SE 3.9 EFI, in outstanding condition for a 25-year-old car, full MoT, towbar, sunroof, electric memory seats, great colour combination, **£5950, 07788660455, Wallsend.**



## DEFENDER 90

1989 Defender 90 200Tdi, long MoT, Anthracite grey, disk brakes, LED light bar/headlights, Old Man Emu shocks, winch bumper, rock sliders and sunroof, new clutch, steering unit, chassis professionally welded and oiled, **£9250, 07767 783552, Norwich.**



## DEFENDER 90

2003 Defender 90 Td5 hard top in Belize green, 91,600 miles MoT due 17 Jan 2020, bodywork is in great condition, with a few age-related marks and scratches (which one hasn't), excellent bulkhead and chassis which has never been welded, recent service and new rear brake disks, pads and calipers all round last month, new steering damper and LED headlight upgrade, complete with snorkel, A bar, LED spotlights, side steps and rear quarter bumpers, complete set of excellent good BF Goodrich all terrain tyres, the car currently has a private plate and tow bar extension which will be removed when sold, genuine reason for very reluctant sale, **£9250, 07711 150468, Skipton, Yorkshire.**

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## EDITOR'S CHOICE



## DEFENDER 110

2014 Land Rover 110 XS Utility 2.2 TDCi in Loire Blue Pearl, only 62,000 miles, FSH, benefits from a host of tasteful additions, spent about £4500 on extras, two sets of keys with remote fobs, MoT until 20/2/2020, 2 owners from new, tracker system, Parrot 'Hands Free' telephone interface, Masai security dark tinted rear quarter windows with internal finishing panels, 18" alloy wheels and tyres, Masai front engine protection plate with tow rings, **£29000 + VAT**, may negotiate dependent on whether a p/ex is involved, any inspection by seriously interested buyers only is welcome at a mutually convenient time by arrangement, delivery may be possible at additional cost, payment in full by BACS or cleared cheque only, ahead of collection/delivery, this Defender drives particularly well and is in excellent all-round condition, **07541 691205.**



## DEFENDER 110

2001, RHD, Fuji White, 9 seater, full body work restoration in 2018, new interior and paint job, one previous owner, 110,000 miles, damaged in accident see photo, open to **sensible offers**, **0031 653 277 889, Greenock.**



## DEFENDER 90

Defender 90 Td5, Heritage Bronze green with green hide upholstery and grey interior, white instrument dials, sunshine roof, A/C, FSH, MoT, **£12,500, johnbates687@hotmail.com.**

ono, very original and genuine example, recently renovated by Brownchurch, brakes, electrics, clutch cylinder all replaced, chassis replaced some 20 years ago but otherwise original, new front seats in original grey leathercloth, **07860 814483, Essex.**



## DEFENDER 90

65, Defender Landmark Edition, 7650 miles, like new, MoT and service May 2019, Winter Pack, luxury carpeting, leather seats, Alpine subwoofer, factory fitted alarm and immobiliser, Pioneer infotainment system, reversing camera and tracker system, one owner, **£39,950 ono, 07771 259699, Towcester.**



## WOLF

1998 Defender 110 Wolf soft top 300Tdi, recently released, resprayed, £1k service inc belts, all gen parts, MoT, fluids, four bench seats, 86k, original engine, waxed chassis from new, solid as a rock, many new parts, drives lovely, starts first time, front and rear disc brakes, full roll cage, NATO hitch, ready to go, **£18,000 ono, 07771 887427, Thurcaston.**

## £10,000 plus



## FREELANDER 2

Freelander Series 2 Td4 GS, 2010, CX10 WVM, 19,950 miles only (due to owner's ill health), excellent condition with alloy wheels and spare, auto and manual with tow bar and lighting socket, FSH with MoT, **£10,000, 01745 857596, Prestatyn.**



## DEFENDER 110

2011 Defender 110 pick-up, one owner, used as a work vehicle, only 68,000 miles, not done much towing, 9 months left on MoT, **£12900, Moray, 07967 488217.**



## SERIES II

1968 Series II LWB 109 hard top, petrol four cylinder, 43,500 miles, £10,995



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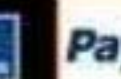


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| Piston rings-std/+0.020" .....          | fr £35.48     |
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| Pistons 3.9 +.020" 8.13 .....           | set £84.48    |
| Pistons 3.9 +.020" 9.35 .....           | set £165.50   |
| Pistons 4.6 +.020" 9.35 .....           | set £156.32   |
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| "FAST" electronic distributors .....    | fr £329.29    |
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## Don't buy a Discovery Sport or Range Rover Evoque until you've read this

Diesel dilution scandal means you should think carefully before buying a 2016 model-year Disco Sport or Range Rover Evoque

**T**HE world of diesel engines came crashing down on Friday September 18, 2015, when US authorities announced that Volkswagen would be prosecuted for fitting so-called “defeat devices” to its cars to beat EU emissions rules. It has never been the same since.

The VW 'Dieselgate' scandal resulted in motor manufacturers throughout the world jumping through hoops to keep on the right side of the law, fitting all sorts of complicated devices to reduce the soot particles emitted from their diesel engines.

The Ford engines fitted in early Discovery Sports and Range Rover Evoques were incapable of meeting the ever-tighter EU6 emissions rules. Luckily JLR's new Ingenium family of engines would be able to solve that problem, they reckoned. The 2.0 Ingenium diesel had already been successfully fitted under the bonnet of the Jaguar XE. Unfortunately, when it came to the transverse mounting under the Sport and Evoque bonnets, the engine and its close-coupled diesel particulate filter (DPF) didn't fit the space available.

The DPF is normally mounted near the exhaust outlet, so that the heat can burn off the troublesome soot. But LRM has seen evidence that suggests JLR's Design department refused to alter the under-bonnet layout on these two models, which meant the DPF was fitted much further back.

Because of this, the vehicles' software was tweaked so that every 250 miles some extra diesel would be automatically squirted into the system, in order to create the heat needed to burn off the soot. But if the process took place at a time when the driver was making a

short or stop-start journey, most of that diesel would end up in the sump instead, diluting the engine oil, without the owner knowing.

This high level of oil dilution meant that the service warning light came on much earlier than the claimed 21,000 miles/two years interval.

One owner, who we shall call Mr X, is a retired Met Police officer. He bought his 2016 Discovery Sport in May 2017 from a JLR dealership with just 3200 miles on the clock. It shouldn't have needed an oil change until 21,000 miles had been reached, but the indicator came on at 14,000. He complained to JLR and wrote about his experience on an internet forum, where he soon found out he wasn't the only one suffering this problem.

A year later, he received a full refund of the £29,850 he had paid for the vehicle, but as a former policeman he couldn't resist continuing his investigations, which make sobering reading. There isn't room here to reveal his findings in full, but he has published them in an evidence-packed 20-page document in PDF format, which LRM readers can download for free at: [https://www.dropbox.com/s/d0bcrd7sve4l598/D8\\_Dilution\\_Explained.pdf?dl=1](https://www.dropbox.com/s/d0bcrd7sve4l598/D8_Dilution_Explained.pdf?dl=1).

JLR claims to have corrected the problem by modifying the DPF and software after the 2016 model-year. Some owners of 2016 models have been offered indefinite free oil changes, as goodwill gestures by JLR. Others were told it was their own fault, because their driving style included too many short journeys!

We understand that, like Mr X, some disgruntled owners have actually received full refunds.

Mr X's investigations include evidence from some JLR powertrain engineers, who

claim the company had been warned about the problem of excessive oil dilution, but continued anyway. One JLR contractor told Mr X that “despite Engineering advising Design of the ramifications of shoehorning the D180 [engine] into the architectural structure and floorpan, was not listened to by the Design team, as unfortunately egos are rife over there. The net result is that the 15-19MY D180 [Discovery Sport] cannot ever reach its required servicing parameters. It's an engineering impossibility and anyone who says differently deep down knows this to be the case.”

More worrying (to me at least) is the fact that JLR moved the goalposts on oil dilution. In 2016 it claimed that oil dilution should not exceed 6 per cent or engine damage could result. Since February 2019 it has raised that threshold to 10 per cent. Mr X claims that “oil samples removed from more than 30 Discovery Sport vehicles since 2017 contain high levels of iron and other metals, something which is normally associated with premature engine wear”.

According to oil company Total: “Excessive diesel dilution reduces oil viscosity and washes oil from vital parts of the engine impairing lubrication. Poor lubrication causes metal surfaces to rub against one another increasing friction and accelerating wear of bearings and other components.”

Mr X has promised to keep LRM readers updated with his findings. In the meantime, do download and read his report.

One thing is certain: this is a story that's going to run and run.

Re: Oil Dilution

Sent: Sun Sep 01, 2019 6:13 pm

From: [REDACTED]

Recipient: [REDACTED]

Thank you for your message [REDACTED]

I appreciate the comments - I am only too well aware of the issue from an engineering perspective, and as a Contractor working within JLR for the past 7 years, you will equally understand my reluctance to reveal too much, as Business Protection habitually monitor all JLR-related forums for Staff and Contractors alike posting contentious viewpoints.

I have no idea who [REDACTED] actually is, but my initial thoughts are that he is potentially a JLR employee, or connected to the company in a senior position via the supply chain. Which would explain his/her recent comments that out of all the Ingenium D8 L550's, his is the only one that functions as marketed.

All I will say is that we are all aware of the the issue, all dealers and their Service personnel know the problem exists, which arose from a combination of launching the vehicle with the old PSA powerplant (which worked perfectly), without realising the penalties for having a non-EU6 powerplant busy 2015, and using a shared platform with L538 designed for the aforementioned engine using simple, proven DPF Euro 5 technology.

This oversight, despite Engineering advising Design of the ramifications of shoe-horning the D180 into the architectural structure and floorpan, was not listened to by the Design team, as unfortunately ego's are rife over there.

The nett result is that the 15-19MY D180 cannot ever reach its required servicing parameters. It's an engineering impossibility and whoever DiscoDriver is, deep down knows this to be the case.

Thank you for the heads up. I have to tread carefully for reasons outlined above, however, am not afraid to use a pseudonym to call a colleague (or otherwise)out when they know that they are blatantly misleading the rest of this and other forums.

Keep up the good work.

Best wishes,





### EARLY SERIES I 80", 1948 to 1953

THIS IS the ultimate classic Land Rover – 71 years old and more desirable than ever. The early 80-inch models fetch the highest prices. The earlier and more original, the better. Pre-production and historic examples are the most sought-after, and 1948-50 models the most expensive. Even barn-find derelicts are in demand for restoration projects. The Holy Grail of all Land Rovers is the missing centre-steer prototype from 1947 – if it still exists.

**BUYER'S TIP:** Join the Series One Club for parts and advice.

#### SPECIFICATIONS

**1948-1951:** 1.6-litre four-cylinder petrol, 55 bhp, 83 lb-ft torque. Four-speed manual, two-speed transfer box with permanent four-wheel drive (to 1950), later selectable. **1951-1953:** 2.0-litre four-cylinder petrol engine, 52 bhp, 101 lb-ft.

#### PRICE GUIDE

**Poor:** £3000 – £6500  
**Average:** £6500 – £7800  
**Good:** £7800 – £19,000  
**Excellent:** £19,000 – £60,000



### LATER SERIES I 86"/107"/88"/109", 1953 to 1958

THERE IS such a thing as a sensibly-priced Series I. The later models are better value than their early counterparts, as well as being more user-friendly and easier to drive. The distinctive 107-inch Station Wagons are extremely sought-after, and fetch the highest prices, while the long wheelbase pick-ups represent the best value. Check any prospective purchase for serious corrosion issues – an inherent problem with all early (and many later) Land Rovers.

**BUYER'S TIP:** Better everyday drivers than the 80-inch.

#### SPECIFICATIONS

**1953-1957:** 2.0-litre four-cylinder petrol engine, 52 bhp, 101 lb-ft torque. Also, **FROM 1957,** 2.0-litre four-cylinder diesel, 52 bhp, 87 lb-ft torque. Four-speed manual, two-speed transfer box with selectable four-wheel drive.

#### PRICE GUIDE

**Poor:** £2000 – £4000  
**Average:** £4000 – £6000  
**Good:** £6000 – £10,000  
**Excellent:** £10,000 – £38,000



### SERIES II/SERIES IIA 88" AND 109", 1958 to 1971

THE LAUNCH of the Series II in 1958 saw the arrival of the classic Land Rover shape that endured right through to the Defender. Values of Series IIs are rising sharply – pre-1961 and MoT-exempt models especially. Some have been retro-fitted with Tdi engines, which help them keep up with modern traffic. A SII should be a good ride. If it isn't, check the leaf springs aren't badly rusted and seized – and consider replacing with parabolics.

**BUYER'S TIP:** Affordable classic that holds its value.

#### SPECIFICATIONS

**1958:** 88s, diesels to 1961 and all transmissions same as Series I.

**1958-1971:** 2.25-litre four-cylinder petrol, 77 bhp, 124 lb-ft torque; 2.25-litre four-cylinder diesel, 62 bhp, 103 lb-ft torque.

**1967-1971 (109 only):** 2.6-litre six-cylinder petrol, 81 bhp, 132 lb-ft torque.

#### PRICE GUIDE

**Poor:** £1500 – £2300  
**Average:** £2300 – £4000  
**Good:** £4000 – £6000  
**Excellent:** £6000 – £15,000



### MILITARY LIGHTWEIGHT 88" SERIES II and SIII, 1968 to 1984

THERE'S NO messing with the rugged and no-nonsense military version of the leaf-sprung Land Rover, built for the armed forces. In 1972 the military Series III got the same mechanical upgrades as the civilian model, including a five-bearing petrol engine and improved gearbox with synchromesh on all forward gears, and an alternator replaced the dynamo. Like all military Land Rovers, Lightweights are in demand with enthusiasts, so good ones fetch serious money.

**BUYER'S TIP:** Great fun in the summer.

#### SPECIFICATIONS

**1968-1984:** 2.25 petrol/diesel and transmissions as Series II and Series III.

#### PRICE GUIDE

**Poor:** £2000 – £3000  
**Average:** £3000 – £6000  
**Good:** £6000 – £7000  
**Excellent:** £7000 – £18,000



### RANGE ROVER 1 (CLASSIC) 1970 to 1996

EARLY THREE-DOOR examples command serious money and rarity, and classic car collectors are pushing prices up even further. But severe rust is the biggest enemy and some body panels are getting difficult to source. V8s are expensive to run, but the later Tdi diesels are reasonably frugal. Later models in good nick have been steadily rising in recent years, with high-spec versions like the Vogue SE or 4.2 LSE the most desirable.

**BUYER'S TIP:** Early three-doors fetch the most money.

#### SPECIFICATIONS

**1971-1983:** 3.5-litre V8, 125 bhp, 185 lb-ft torque. 1986-on 3.5 EFI: 165 bhp, 206 lb-ft. **1989-1996:** 3.9 EFI V8, 185 bhp, 235 lb-ft or 4.2-litre, 200 bhp. **1986-1992:** 2.4 VM turbo diesel, 112 bhp, 183 lb-ft, later 119 bhp 2.5.

#### PRICE GUIDE

**Poor:** £1000 – £2800  
**Average:** £2800 – £5000  
**Good:** £5000 – £7200  
**Excellent:** £7200 – £50,000



### SERIES III 88" AND 109", 1971 TO 1985

IF YOU'RE looking for a leaf-sprung Land Rover for a sensible price, the Series III is your answer. The collectability of IIIs means they are no longer cheap as chips, but you can still find sensibly-priced examples. Parts are reasonably priced and readily available. The simplicity of the design makes them ideal for the home mechanic. Tidy originals command higher prices. The Stage One V8 is particularly sought-after. Look after your Series III and it will hold its value. Diesels dull.

**BUYER'S TIP:** Definitely worth investing.

#### SPECIFICATIONS

**1971-1985:** 2.25 petrol/diesel and transmissions as Series IIA, 2.6 six-cylinder produced up to 1979. **1979-1985:** Stage One (109 only) 3.5-litre V8 petrol, 91 bhp, 166 lb-ft torque. LT95 four-speed manual with permanent 4WD.

#### PRICE GUIDE

**Poor:** £1000 – £2000  
**Average:** £2000 – £4300  
**Good:** £4300 – £6000  
**Excellent:** £6000 – £12,000



### FORWARD CONTROLS

#### SERIES IIA, IIB – 1962 TO 1972; 101 – 1972 TO 1978

THESE ARE Land Rover's real-life monster trucks. Series IIA and IIB models had big-capacity load areas, but were blighted by underpowered engines. The later 101 Forward Control was a big military truck with a V8 petrol, thirstier than Oliver Reed at opening time. Some parts can be hard to find, but there's fantastic back-up from clubs, with loads of fellow enthusiasts. They certainly stand out from the crowd.

**BUYER'S TIP:** Do you have room for one on your drive?

#### SPECIFICATIONS

**1962-1972:** 2.6-litre six-cylinder petrol (SIIA/IIB), 81 bhp, 132 lb-ft torque. **1972-1978:** 3.5-litre V8 petrol (101), 128 bhp, 185 lb-ft torque. Four-speed LT95 gearbox with permanent four-wheel drive.

#### PRICE GUIDE

**Poor:** £2600 – £3700  
**Average:** £3700 – £6700  
**Good:** £6700 – £8000  
**Excellent:** £8000 – £14,000



### NINETY/ONE TEN 1983 TO 1990

DEFENDERS IN all but name, the first coil-sprung utilities gave you the choice of a sluggish diesel or a thirsty petrol V8 until the unreliable 85 bhp turbodiesel arrived in 1986. Many – perhaps most – have now been retro-fitted with later Tdi engines, which makes sense. Good ones defy the years and there's no shortage of spares. Prices are rising, not least because original examples over 25 years old can be exported to the USA.

**BUYER'S TIP:** Great value Defender precursors.

#### SPECIFICATIONS

**1983-1985:** Engines as Series III/Stage One V8. LT77 five-speed fitted to four-cylinder models.

**1985-1990:** 2.5-litre petrol, 80 bhp, 129 lb-ft torque; 2.5 diesel, 68 bhp, 113 lb-ft; 3.5 V8 petrol, 113 bhp, 185 lb-ft, 134 bhp from 1986. LT85 five-speed fitted to V8 models.

#### PRICE GUIDE

**Poor:** £4000 – £4600  
**Average:** £4600 – £6000  
**Good:** £6000 – £7700  
**Excellent:** £7700 – £13,000



### DISCOVERY 1 200TDI/300TDI/V8, 1990 to 1998

AFTER years of rock-bottom prices, values for good ones are now climbing. But the Disco 1 is still very affordable. It is capable off-road and refined too, but catastrophic body rust is a massive problem. Check out the floor, sills and inner wings and be prepared to get welding. Aftermarket panels cheap. If regularly serviced, 200Tdi and 300Tdi engines are pretty bulletproof. Early models now being snapped up by collectors..

**BUYER'S TIP:** Rust is the enemy, but parts are cheap.

#### SPECIFICATIONS

**1989-1994:** (200Tdi) 2.5-litre turbo diesel, 111 bhp, 195 lb-ft torque. LT77S five-speed transmission. **1994-1998:** (300Tdi) 2.5-litre turbo diesel, 111 bhp, 195 lb-ft torque. R380 five-speed transmission. V8s as Range Rover Classic.

#### PRICE GUIDE

**Poor:** £750 – £1000  
**Average:** £1000 – £2700  
**Good:** £2700 – £4200  
**Excellent:** £4200 – £7500



### DEFENDER TDi 200TDI/300TDI, 1990 to 1998

LAND ROVER workhorses were underpowered until the advent of the Tdi diesels. The 200Tdi was fitted from 1990 to 1994 and was superseded by the 300Tdi, which shared the same power and torque figures but was slightly more refined. This was the beginning of the golden era of Defenders and many would argue these were the greatest vehicles ever built. There has been a steady supply of serviceable engines and gearboxes from terminally-rusted and scrapped Discoverys of the same era, although they are now getting scarcer.

**BUYER'S TIP:** Grab one while you can.

#### SPECIFICATIONS

2.5-litre turbocharged, direct-injection diesel, 107 bhp, 195 lb-ft torque. LT77S (200Tdi) or R380 (300Tdi) five-speed transmission.

#### PRICE GUIDE

**Poor:** £4000 – £5000  
**Average:** £5000 – £7000  
**Good:** £7000 – £9800  
**Excellent:** £9800 – £17,000





### RANGE ROVER 2 (P38A)

**1994 to 2002**

BETTER THAN some would have you believe, the second-generation Range Rover's reputation for unreliability is sometimes undeserved. For a luxury 4x4, prices are very low. No serious rust issues to speak of and if you are handy with electrics and a laptop computer, you can use diagnostic software to solve most problems. Replacement parts can be pricey though. The diesel option is a BMW six-pot turbo. V8 petrols are thirsty.

**BUYER'S TIP:** 1990s luxury for not much money.

**SPECIFICATIONS:** 4.0: 4.0-litre V8 petrol, 185 bhp, 235 lb-ft torque. 4.6: 4.6-litre V8 petrol, 225 bhp, 277 lb-ft torque. 2.5: 2.5-litre six-cylinder turbo diesel, 134 bhp, 199 lb-ft torque. R380 manual or ZF four-speed auto, permanent four-wheel drive.

#### PRICE GUIDE:

**Poor:** £500 – £900;  
**Average:** £900 – £1800  
**Good:** £1800 – £3500  
**Excellent:** £3500 – £6000



### FREELANDER 1

**1997 to 2006**

AN AFFORDABLE entry-level Land Rover, and popular as ever. The 1.8-litre petrol engines can be troublesome and best avoided. The early diesels are economical, mechanically simple and reliable if properly serviced (and timing belts regularly renewed). The later Td4 is chain-driven, more or less bulletproof and the best choice. The Freelander has no rust issues to worry about. Great value.

**BUYER'S TIP:** Td4 diesels good for 200,000-plus miles.

#### SPECIFICATIONS

**1997-2000:** 1.8-litre four-cylinder petrol, 118 bhp, 121 lb-ft; 2.5-litre V6 petrol, 177 bhp, 177 lb-ft torque; 2.0-litre Rover four-cylinder turbodiesel, 96 bhp, 155 lb-ft torque. R380 five-speed transmission. **2000-2006:** 2.0-litre BMW Td4, 110 bhp, 192 lb-ft.

#### PRICE GUIDE

**Poor:** £400 – £900  
**Average:** £900 – £2000  
**Good:** £2000 – £3000  
**Excellent:** £3000 – £5000



### DISCOVERY 2

**1998 to 2004**

THE DISCOVERY 2 retained the stepped-roof looks and basic shape of its predecessor, but got an improved bodyshell and suspension, along with new engines and axles. It was the best-handling Land Rover in its day and there are plenty to choose from even now. V8 petrols are expensive to run, while as you might expect Td5 diesels are economical. The bodies last well, but the chassis is prone to spectacular levels of rust – putting some examples beyond economic repair.

**BUYER'S TIP:** Invest in a galvanised chassis and you've got a Disco for life.

#### SPECIFICATIONS

2.5-litre five-cylinder turbodiesel (Td5), 122 bhp, 221 lb-ft torque; 4.0-litre V8 petrol, 185 bhp, 235 lb-ft torque. R380 manual or ZF four-speed auto, permanent four-wheel drive.

#### PRICE GUIDE

**Poor:** £900 – £1500  
**Average:** £1500 – £2500  
**Good:** £2500 – £3700  
**Excellent:** £3700 – £6000



### DEFENDER Td5

**1998 to 2007**

THE FIVE-CYLINDER Td5 was the last Land Rover-derived diesel engine and it has proved pretty bulletproof over the years, provided it has been properly serviced. Now in great demand as prices for all Defenders steadily rise. There's a good number of special editions to choose from and, if you are looking for a utility vehicle, a healthy number of truck cabs and hard-tops are always on sale. Rear crossmembers prone to rust, but easily replaced. There is a growing supply of Td5 engines from Discovery 2s that are being scrapped due to serious rust issues. Non-OEM parts cheap.

**BUYER'S TIP:** Check service history.

#### SPECIFICATIONS

2.5-litre five-cylinder turbo diesel, 122 bhp, 221 lb-ft torque. R380 five-speed transmission, permanent four-wheel drive.

#### PRICE GUIDE

**Poor:** £5000 – £6000  
**Average:** £6000 – £8000  
**Good:** £8000 – £9900  
**Excellent:** £9900 – £18,000



### RANGE ROVER 3 (L322)

**2002 to 2012**

EARLY THIRD-GENERATION Range Rovers are now over 15 years old and can be picked up cheap, but don't underestimate the running costs – especially from petrol V8s. The diesel Td6 is less thirsty. Drivetrain and electrical faults are common, but the biggest problem is previous owners who have skimped on servicing and repairs and run them into the ground. Buy a neglected L322 and you're asking for trouble. When L322s start to go wrong, they get very expensive to put right and parts aren't cheap, either.

**BUYER'S TIP:** Prices falling, but beware of the dogs.

#### SPECIFICATIONS

**2002-2005:** 4.4-litre BMW V8 petrol, 282 bhp, 325 lb-ft torque. **2002-2007:** 3.0-litre BMW Td6 turbodiesel, 177 bhp, 287 lb-ft torque.

#### PRICE GUIDE

**Poor:** £1000 – £2500  
**Average:** £2500 – £4000  
**Good:** £4000 – £6000  
**Excellent:** £6000 – £10,000



### RANGE ROVER SPORT 1

**2005 to 2013**

THE SPORT fulfils the fast premium 4x4 segment with style. It shares the same platform as the Discovery 3/4 and is just as impressive off-road. A great long-distance cruiser and entertaining on the right roads. If you need a load-lugger though, the more versatile Discovery is better. Tyres, brakes and suspension tend to have a hard time, so buy carefully. Despite being replaced by the second-generation Sport, early models are still popular. But are they beginning to look a bit dated?

**BUYER'S TIP:** Values slowly falling. Be prepared to haggle.

#### SPECIFICATIONS

**2005-2009:** 2.7-litre V6 turbodiesel, 190 bhp, 324 lb-ft. 4.4-litre V8 petrol, 300 bhp, 313 lb-ft; Supercharged V8 390 bhp, 406 lb-ft. **2009-on:** 3.0-litre V6 diesel, 244 bhp, 442 lb-ft; 3.6-litre TDV8 diesel, 272 bhp, 472 lb-ft.

#### PRICE GUIDE

**Poor:** £4500 – £6700  
**Average:** £6700 – £7900  
**Good:** £7900 – £10,000  
**Excellent:** £10,000 – £20,000



### FREELANDER 2

**2006 to 2015**

A BIG improvement on Freelander 1. The towing capacity is just 2000 kg compared with the 3500 kg of bigger Land Rovers, but it's a worthy alternative to a Discovery. Lack of low-range and ground clearance prevents hardcore off-roading, but it is certainly still competent in the rough. Reasonable on fuel and with a decent-sized boot, too, there are no rust issues and it's ultra-reliable. Residual values are falling now it has been superseded by Discovery Sport, so it's a bit of a bargain.

**BUYER'S TIP:** An economical and trouble-free buy.

#### SPECIFICATIONS

2.2-litre four-cylinder turbo-diesel, 150 bhp, 295 lb-ft torque. Six-speed manual gearbox with optional stop/start (eD4) or six-speed automatic. Permanent four-wheel drive.

#### PRICE GUIDE

**Poor:** £2900 – £4000  
**Average:** £4000 – £7000  
**Good:** £7000 – £8700  
**Excellent:** £8700 – £12,000



### DEFENDER TDCi

**2007 to 2016**

FOUR-CYLINDER FORD TDCi turbo-diesel (shared with the Transit van) matched to a six-speed gearbox and an all-new dashboard were all part of 2007's major revamp. The loss of the hinged front air vents and the distinctive humped bonnet aren't to everyone's taste, but the brilliant off-road ability remains. The original 2.4-litre engine was replaced in 2012 with a new 2.2-litre unit with better emissions.

Production ended in 2016 and an all-new model has recently been introduced.

**BUYER'S TIP:** Will new Defender see TDCi price fall?

#### SPECIFICATIONS

**2007-2012:** 2.4-litre four-cylinder turbodiesel, 122 bhp, 221 lb-ft torque. **2012-on:** 2.2-litre four-cylinder turbo diesel, 122 bhp, 265 lb-ft torque. Six-speed MT85 gearbox, permanent four-wheel drive.

#### PRICE GUIDE

**Poor:** £6300 – £8500  
**Average:** £8500 – £11,500  
**Good:** £11,500 – £18,000  
**Excellent:** £18,000 – £50,000



### RANGE ROVER EVOQUE 1

**2011 to 2018**

NOT A favourite with Land Rover enthusiasts, but a huge hit with the general public who have turned it into the brand's best-selling model. 2WD is more economical, but 4WD is the better performer, and it's not bad off-road. Launched in 2011, there are lots available on the market – and some real bargains. The Evoque was updated for 2015, with styling tweaks and cleaner engines, and a convertible version arrived in 2016.

**BUYER'S TIP:** Problems with oil dilution on some diesel models – see page 172.

#### SPECIFICATIONS

2.0-litre eD4 turbodiesel, 150 bhp, 280 lb-ft; 2.0-litre TD4 turbodiesel, 180 bhp, 317 lb-ft; 2.0-litre SD4 turbodiesel, 240hp, 369 lb-ft; 2.0-litre Si14 petrol, 240 bhp and 290 bhp, 251 lb-ft and 295 lb-ft. Six-speed manual or nine-speed auto. 2WD or 4WD.

#### PRICE GUIDE

**Poor:** £7900 – £12,000  
**Average:** £12,000 – £15,000  
**Good:** £15,000 – £18,000  
**Excellent:** £18,000 – £40,000



### RANGE ROVER 4 (L405)

**2012 to present**

WITH its aluminium chassis, the fourth-generation Range Rover is 420 kg lighter than its predecessor. Coupled with efficient new diesel engines, it's more frugal than any previous Rangie, too. It's all comparative though... Taking depreciation into account, it will be several years before secondhand models offer economical motoring. Make no mistake about it: this is a car for all the well-heeled.

**BUYER'S TIP:** A lot of car – for a lot of money.

#### SPECIFICATIONS

3.0-litre TDV6 turbodiesel, 258 bhp, 440 lb-ft; 4.4-litre SDV8 turbodiesel, 339 bhp, 472 lb-ft; 2.0-litre P400e petrol PHEV, 404 bhp, 472 lb-ft; 3.0-litre V6 s/c petrol 340 bhp, 332 lb-ft; 5.0-litre V8 s/c petrol, 525 bhp & 565 bhp, 461 lb-ft & 516 lb-ft. Eight-speed automatic gearbox.

#### PRICE GUIDE

**Poor:** £20,000 – £39,000  
**Average:** £39,000 – £45,000  
**Good:** £45,000 – £50,000  
**Excellent:** £50,000 – £150,000





## DISCOVERY 3 / 4

2004 to 2017

THEY LOOK identical at first glance, but under the skin the third and fourth-generation Discoverys are very different. Early D3s suffered reliability issues, caused by water ingress into the electrics, but D4s are pretty bulletproof. No rust issues. Hugely capacious and versatile family cars, capable of seating seven. They have won countless awards for best tow car and look as stylish as ever. Gaining in popularity with enthusiasts now Defenders are getting so expensive.

**BUYER'S TIP:** Great value for money but parts can be expensive. Values falling.

### SPECIFICATIONS

2.7-litre V6 turbo-diesel, 190bhp, 324 lb-ft torque.  
4.4-litre V8 petrol, 300bhp, 313 lb-ft. 3.0-litre V6 turbo-diesel, 244 bhp, 442 lb-ft torque.

### PRICE GUIDE

**Poor:** £2900 – £5000  
**Average:** £5000 – £8200  
**Good:** £8200 – £13000  
**Excellent:** £13,000 – £36,000



## What's hot this month:

**DEFENDER 90** It may have been replaced by a new model but the iconic original is as popular as ever. See this month's Buying Guide feature, p50



## RANGE ROVER SPORT 2

2013 to present

ALTHOUGH THE Range Rover Sport 2 is now cascading down to the secondhand market, a new one may prove a tempting purchase for those considering buying a secondhand Range Rover 4. It is £20k cheaper, and performance, handling and economy are all better than its big brother. Brilliant off-road, but unlikely to see much mud. It has a reputation for great reliability too.

**BUYER'S TIP:** Not cheap.

### SPECIFICATIONS

SDV6: 3.0-litre, diesel; SDV8: 4.4-litre 339hp, diesel; P300: 2.0-litre 300hp, petrol; P400e: 2.0-litre 404hp, petrol PHEV; P400: 3.0-litre, 400hp, petrol; P525: 5.0-litre, V8, 525hp, supercharged petrol; P575: 5.0-litre V8 575hp, supercharged petrol. Eight-speed automatic gearbox.

### PRICE GUIDE

**Poor:** £19,000 – £29,000  
**Average:** £29,000 – £41,000  
**Good:** £41,000 – £50,000  
**Excellent:** £50,000 – £100,000



## DISCOVERY SPORT

2015 to present

WHILE ON paper it replaces the Freelander 2, in reality the Discovery Sport is a very different beast altogether. Like all Land Rovers, it's built to be best in class off-road, but its on-road handling is astonishing, too. Its sure-footed handling on icy roads is nothing short of astonishing. Considering all the new cutting-edge technology, this versatile mid-size SUV represents excellent value for money, but 2016 model-year Ingenium diesels can suffer oil dilution problems.

**BUYER'S TIP:** Problems with oil dilution on some diesel models – see page 172.

### SPECIFICATIONS

2.0-litre eD4/TD4/SD4 turbodiesel, 148, 178 & 237 bhp, 280, 317 and 369 lb-ft; 2.0-litre petrol, 238 bhp, 251 lb-ft; 2.0-litre Si4 petrol 286 bhp and 295 lb-ft. Six-speed manual and nine-speed automatic gearboxes.

### PRICE GUIDE

**Poor:** £14,000 – £18,000  
**Average:** £18,000 – £23,000  
**Good:** £23,000 – £29,000  
**Excellent:** £29,000 – £48,000



## DISCOVERY

2017 to present

THE FIFTH-GENERATION Discovery doesn't get a number after its name, but there's no mistaking what it is with its striking new looks (which have ruffled a few feathers). It is also more capable, on- and off-road, than any of its predecessors as well as more economical to run thanks in part to the new JLR Ingenium series of engines. We have no doubt that it will be winning a lot of awards for the best tow car, just like its predecessors.

**BUYER'S TIP:** Still arguably the most versatile Land Rover.

### SPECIFICATIONS

2.0-litre SD4 turbodiesel, 240 bhp, 369 lb-ft; 3.0-litre Td6 diesel, 258 bhp, 443 lb-ft; 2.0-litre I4 petrol, 296 bhp, 332 lb-ft; 3.0-litre Si6 s/c petrol, 340 bhp, 332 lb-ft. Eight-speed automatic gearbox.

### PRICE GUIDE

**Poor:** N/A  
**Average:** N/A  
**Good:** N/A  
**Excellent:** £36,000 – £45,000  
**New:** £43,495 – £65,995



## RANGE ROVER VELAR

2017 to present

THE LATEST addition to the Land Rover family is yet another Range Rover. Solihull spotted a very small gap between the Evoque and the Sport, and the Velar has been squeezed into it. This probably isn't the sort of car you would risk at a weekend's pay and play off-road course, but if you did you might be surprised at its ability. There's a lot of tech packaged into this luxury model, but it doesn't come cheap.

**BUYER'S TIP:** This is definitely one to impress the neighbours.

### SPECIFICATIONS

2.0-litre turbodiesel, 180 bhp, 240 bhp & 300 bhp, 317 lb-ft, 369 lb-ft & 516 lb-ft. 2.0-litre petrol, 250 bhp, 300 bhp & 380 bhp, 269 lb-ft, 295 lb-ft and 332 lb-ft. Eight-speed ZF automatic gearbox.

### PRICE GUIDE

**Poor:** N/A  
**Average:** N/A  
**Good:** N/A  
**Excellent:** £36,000 – £58,000  
**New:** £44,830 – £85,500



## RANGE ROVER EVOQUE 2

2019 to present

THE SECOND-GENERATION Evoque is the first car to adopt JLR's Premium Transverse Architecture, a platform that will allow them to introduce a plug-in hybrid model. It gets a clutch-based torque vectoring four-wheel drive system, nine-speed auto as standard and redesigned all-independent suspension. There's a choice of seven engines: four diesel, three petrol. Evoque has come of age and remains stylish.

**BUYER'S TIP:** Competitive value on monthly finance

### SPECIFICATIONS

D150: 2.0-litre, 150hp diesel FWD man and auto; D180: 2.0-litre 180hp diesel AWD auto; D240, 2.0-litre, 240hp, diesel, AWD, auto, P200: 2.0-litre, 200hp, petrol, AWD, auto; P250, 2.0-litre, 249hp, petrol, AWD, auto; P300, 2.0-litre, 300hp, petrol, AWD, auto.

### PRICE GUIDE

**Excellent:** £28,000  
**New:** From £31,295



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"It's a letter from that LRM cartoon family. They've been really good this year and would like a new Discovery for Christmas.."



**IAN WEST**  
Ian's been driving Land Rovers for over 40 years and drawing for LRM since issue 2. He lives on the coast of East Anglia and drives a Freelander 2

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Dropping body on to chassis

## 1976 RANGE ROVER CLASSIC

NEKKIES SMIT, WELLINGTON, SOUTH AFRICA, LANDY MAN

### Tell us a little about yourself?

I own two independent workshops in the Western Cape that specialise in all things Land Rover.

### And this Classic project?

I bought this 1976 three-door from a loyal client about seven years ago. He sold it because he wasn't using it any more.

### Why has it taken you so long?

We had too many projects on the go. Our workshop is always very busy with servicing and fixing Land Rovers so this was pushed to the back of the queue. You have to pay the bills, remember.

### But now it is nearly finished?

In January 2019 a classic car specialist asked if we would restore a three-door Classic Range Rover for him as he had seen a lot of our other projects. I agreed to the build and when he saw mine he suggested that we should do both at the same time and so we did.

### How was it driving?

The Classic was running and driving fine, but since this was going to be a complete rebuild I decided to redo all parts on the drivetrain. As I have a collection of Land Rovers, this will be added to the collection once finished.

### How far are you from completion?

The project is nearing completion and I only need the last few bits and bobs which I currently importing from Famous Four in the UK. Then I will be driving it and sorting out all the last little niggles.

### What has been the toughest part of the project?

The hardest part of this project was to source and then get all the parts that I needed. Luckily I often go to the UK but flying home with 100kg of Land Rover bits can get tricky. Especially at customs. Still, restoring a Land Rover like this is worth every cent as it's an important part of a very special heritage.

### Will you do more of these type of restos?

When I started it was a big challenge but now I have good contacts and suppliers in the UK, so it will definitely be easier in the future. I expect this side of my business to grow nicely.

### When will it be completed?

If all goes well by March 2020 just in time for their 50th birthday! I have a dedicated rebuilds team at my Wellington workshop and they have done a great job so far.

### Are there lots of Classic Range Rovers in South Africa?

We do have access to quite a few of these cars, but unfortunately a lot of them were used for launching boats so they can have bad rust issues.

We, however, look for vehicles that were not close to the coast to ensure a solid foundation. The client that we did the other three-door for was very happy with the result. He has now given us 11 three-doors to restore for him.



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# Britpart Brake Discs



## XS Brake Disc



### Exact OEM Specification

- > Low noise.
- > Installation ready - no need for cleaning before use.
- > Anti-corrosion coating which provides a long lasting clean appearance, ideal for today's open rims.

- > Disc run out -  $\leq 0.08\text{mm}$
- > Unbalance requirement -  $\leq 150\text{g.cm}$
- > Coating -  $5\sim 20\mu\text{m}$  NA paint
- > Salt spray test - 120 hours

|                            |                            |       |        |
|----------------------------|----------------------------|-------|--------|
| <b>Defender</b>            |                            |       |        |
| LR017951G / FRC7329G       | 1987 - 2006 & 2007 onwards | Front | Solid  |
| LR017952G / FTC902G        | 1987 - 2006 & 2007 onwards | Front | Vented |
| FTC3846G                   | 1987 - 2006                | Rear  | Solid  |
| LR017953G / FTC1381G       | 1987 - 2006 & 2007 onwards | Rear  | Solid  |
| LR018026G / SDB000330G     | 1987 - 2006 & 2007 onwards | Rear  | Solid  |
| <b>Discovery 1</b>         |                            |       |        |
| LR017951G / FRC7329G       |                            | Front | Solid  |
| LR017952G / FTC902G        |                            | Front | Vented |
| LR017953G / FTC1381G       |                            | Rear  | Solid  |
| <b>Discovery 2</b>         |                            |       |        |
| SDB000380G                 |                            | Front | Vented |
| SDB000470G                 |                            | Rear  | Solid  |
| <b>Discovery 3</b>         |                            |       |        |
| SDB000614G                 |                            | Front | Vented |
| SDB000604G                 |                            | Front | Vented |
| SDB000646G                 |                            | Rear  | Vented |
| SDB000636G                 |                            | Rear  | Vented |
| <b>Discovery 4</b>         |                            |       |        |
| SDB000624G                 |                            | Front | Vented |
| SDB000604G                 |                            | Front | Vented |
| LR025946G                  |                            | Front | Vented |
| SDB000646G                 |                            | Rear  | Vented |
| SDB000636G                 |                            | Rear  | Vented |
| <b>Discovery Sport</b>     |                            |       |        |
| LR059122G                  |                            | Front | Vented |
| LR007055G                  |                            | Front | Vented |
| LR061388G                  |                            | Rear  | Solid  |
| <b>Freelander 1</b>        |                            |       |        |
| SDB100830G                 | Up to YA999999             | Front | Solid  |
| SDB101070G                 | 1A000001 onwards           | Front | Vented |
| <b>Freelander 2</b>        |                            |       |        |
| LR000470G / LR027107G      | Petrol                     | Front | Vented |
| LR001019G                  | Petrol                     | Rear  | Vented |
| LR007055G                  | Diesel                     | Front | Vented |
| LR001018G                  | Diesel                     | Rear  | Solid  |
| LR039935G                  | From DH000001              | Rear  | Solid  |
| <b>Range Rover Classic</b> |                            |       |        |
| LR017951G / FRC7329G       | 1986 - 1991                | Front | Solid  |
| LR017952G / FTC902G        | 1986 - 1994                | Front | Vented |
| LR017953G / FTC1381G       | 1986 - 1994                | Rear  | Solid  |
| <b>Range Rover P38</b>     |                            |       |        |
| NTC8780G                   | 1995 - 2002                | Front | Vented |
| SDB000470G                 | 1995 - 2002                | Rear  | Solid  |
| <b>Range Rover Sport</b>   |                            |       |        |
| SDB000614G                 | 2005 - 2009                | Front | Vented |
| SDB000604G                 | 2005 - 2009                | Front | Vented |
| SDB000624G                 | 2005 - 2013                | Front | Vented |
| LR025946G                  | 2010 - 2013                | Front | Vented |
| SDB000646G                 | 2005 - 2013                | Rear  | Vented |
| SDB000636G                 | 2005 - 2009                | Rear  | Vented |
| LR016192G                  | 2010 - 2013                | Rear  | Vented |
| LR016176G                  | 2014 onwards               | Front | Vented |
| LR038934G                  | 2014 onwards               | Front | Vented |
| LR033303G                  | 2014 onwards               | Rear  | Vented |
| LR033302G                  | 2014 onwards               | Rear  | Vented |
| <b>Range Rover L322</b>    |                            |       |        |
| SDB000201G                 |                            | Front | Vented |
| SDB500182G                 |                            | Front | Vented |
| LR031843G / SDB500193G     |                            | Front | Vented |
| LR031845G                  |                            | Front | Vented |
| SDB000211G                 |                            | Rear  | Solid  |
| LR031844G / SDB500202G     |                            | Rear  | Vented |
| LR016176G                  | 2010 - 2012                | Front | Vented |
| LR031846G                  | 2010 - 2012                | Rear  | Vented |
| <b>Range Rover L405</b>    |                            |       |        |
| LR016176G                  |                            | Front | Vented |
| LR038934G                  |                            | Front | Vented |
| LR033303G                  |                            | Rear  | Vented |
| LR033302G                  |                            | Rear  | Vented |
| <b>Range Rover Evoque</b>  |                            |       |        |
| LR007055G                  |                            | Front | Vented |
| LR027123G                  |                            | Rear  | Solid  |
| LR059122G                  | 17" wheel                  | Front | Vented |

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**IMPORTANT BRAKE INFORMATION**  
For exact change over points with vehicle applications please contact your local Britpart distributor with the full chassis number for the correct application. These reference are intended as a guide only.

Part numbers are used for identification purposes only and do not imply or indicate the identity of the manufacturer. E&OE. Products available from your local Britpart stockist.